RAILFAN

48760

Printed in U.S.A.

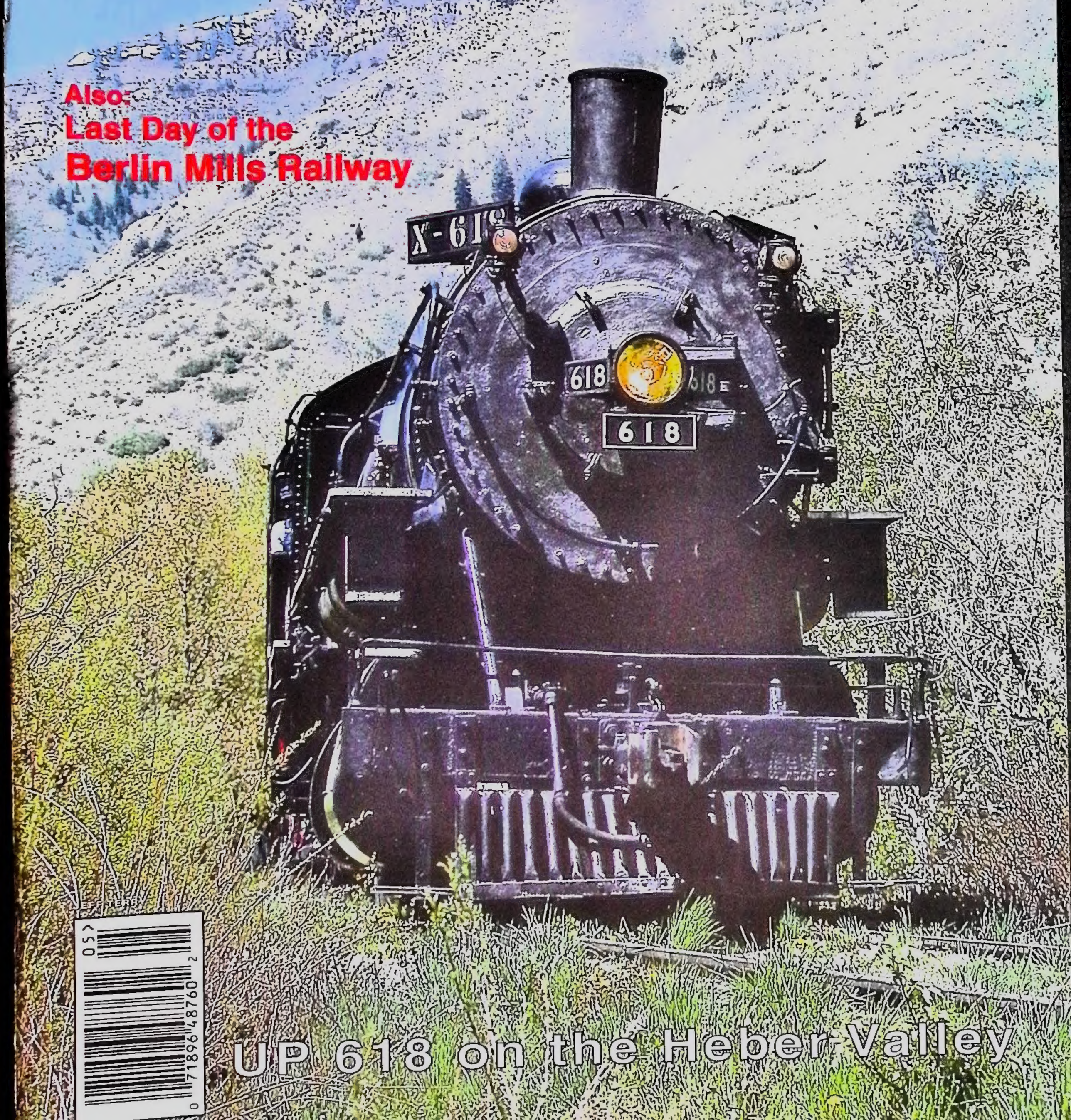
MAY 1998

$3.50

RAILFAN® & RAILROAD

CANADA: $5.25

Also:
Last Day of the
Berlin Mills Railway



UP 618 on the Heber Valley

Belt Lines: NEW VIDEOS ! EJ&E - IHB - B&OCT

- Mainline action on the Elgin Joliet & Eastern, Indiana Harbor Belt and the ex Baltimore & Ohio Chicago Terminal (now CSX).
- See over 70 trains from: EJ&E, IHB, CSX, UP, C&NW, CP Rail, Conrail, Wisconsin Central, BN, ATSF, CN, GTW, SP, Norfolk Southern, Chicago Short Line, Amtrak and more.
- Locations include Rondout crossing, Leithton, Hawthorne Hills, West Chicago crossing, Eola crossing, Aurora, Walker junction, Plainfield, Des Plaines River crossing, Joliet, Griffith crossing, Van Loon crossing, Gary, Whiting, Hammond crossing, State Line crossing (ILL/IND), Blue Island junction, Argo crossing, McCook, LaGrange, Franklin Park and more.

A look at the mainline action on some of the Chicago area and northwest Indiana belt lines. This program focuses on some of the mainline action on the Elgin Joliet & Eastern (EJ&E), Indiana Harbor Belt (IHB) and CSX's ex Baltimore & Ohio Chicago Terminal (B&OCT). The EJ&E is the outermost Belt line around the Chicago area and crosses every major railroad coming into Chicago! The IHB and ex B&OCT intersect with most of the major railroads closer to and in Chicago. The EJ&E and IHB are heavy steel haulers as well as providers of transfer service among the other railroads. Many of the major roads run road trains and transfers on these belt lines and we capture the action. In addition we capture several EJ&E and IHB trains with their well-maintained classic EMD power and cabooses! There are seven active tower junctions shown in this program! Video captured from 1995 through late 1997.

Belt Lines: EJ&E - IHB - B&OCT
MVP# 571 90 minutes **$ 29.00**

Note: We have a complete NEW series of tapes covering the Belt Railway of Chicago (BRC)! Write, call or check out our ads in the October, November or December TRAINS magazine.

BNSF
Burlington Lines- Volume 3

BN lines from Chicago through Burlington Iowa. Locations include: Belt Railway of Chicago, Lisle, East Eola, EJ&E crossing, West Eola, Naperville station, West Naperville, Montgomery, Galesburg, Saluda, Mississippi River crossing including the turning bridge , West Burlington and more. Lots of new C44-9Ws in the Great Northern inspired paint scheme. No duplications with other BN, ATSF or BNSF tapes. All new for 1997. Lots of new trains and new symbols. Over 70 trains, including locals and road trains running to the Pacific Northwest.
MVP#273 ..... 90 Minutes $29.00

Canadian National &
Grand Trunk Western - *Volume 1*

Look at C N including the ex-GTW at locations in Minnesota, Wisconsin, Illinois and Indiana running on BNSF, BRC, IHB, Conrail and GTW tracks. Video shot from 1994 through late 1997. Locations include: Minneapolis, St. Croix River crossing, Savanna, Rock River crossing, Shabonna, Sugar Grove, Eola, Naperville, Lisle, Downers Grove, LaGrange, Belt Railway of Chicago, Blue Island junction, Griffith crossing, Spriggsboro crossings, South Bend and more. Great motive power variety with CN, GT, DW&P, CV. Over 60 trains.
MVP# 801 ..... 90 minutes $29.00

Southern Pacific- East 1997

A look at post-merger SP trains in Illinois and Indiana. See over 50 trains on the SP Chicago to St. Louis (SPCSL) route and on BNSF, EJ&E, GTW and Belt Railway of Chicago tracks. Locations include Wilmington, Dwight, Odell, Pontiac, Chenoa, Bloomington, Lincoln, Springfield, Aurora, Galesburg, Galva, Neponset, Naperville, Eola, Bedford Park, Chicago, Griffith and more. UP and C&NW power appears, but the SP, D&RGW and SSW power still dominates. No duplications with any other SP/UP tapes. See great merger consists and motive power variety!
MVP# 171 ..... 60 minutes $24.00

MV Productions

~ Other videos of BRC, NS, Conrail, SP, BNSF, UP, C&NW, WC ~ Quality color edited on professional format equipment - Live Stereo - Narration ~ Add $5.00 S/H per order in USA. Illinois residents add 6.75% sales tax. Available in VHS only. Send check or money order to:

P. O. Box 6533 Aurora, IL 60598

To order by charge, call toll free: 888-836-7755

Write for a free catalog listing.

SAVE $ 10 ! BUY ANY TWO TAPES FOR $ 48 !

Midwest Video Productions

ABOVE AND BELOW KODACHROMES: A.J. ERUCHMAN

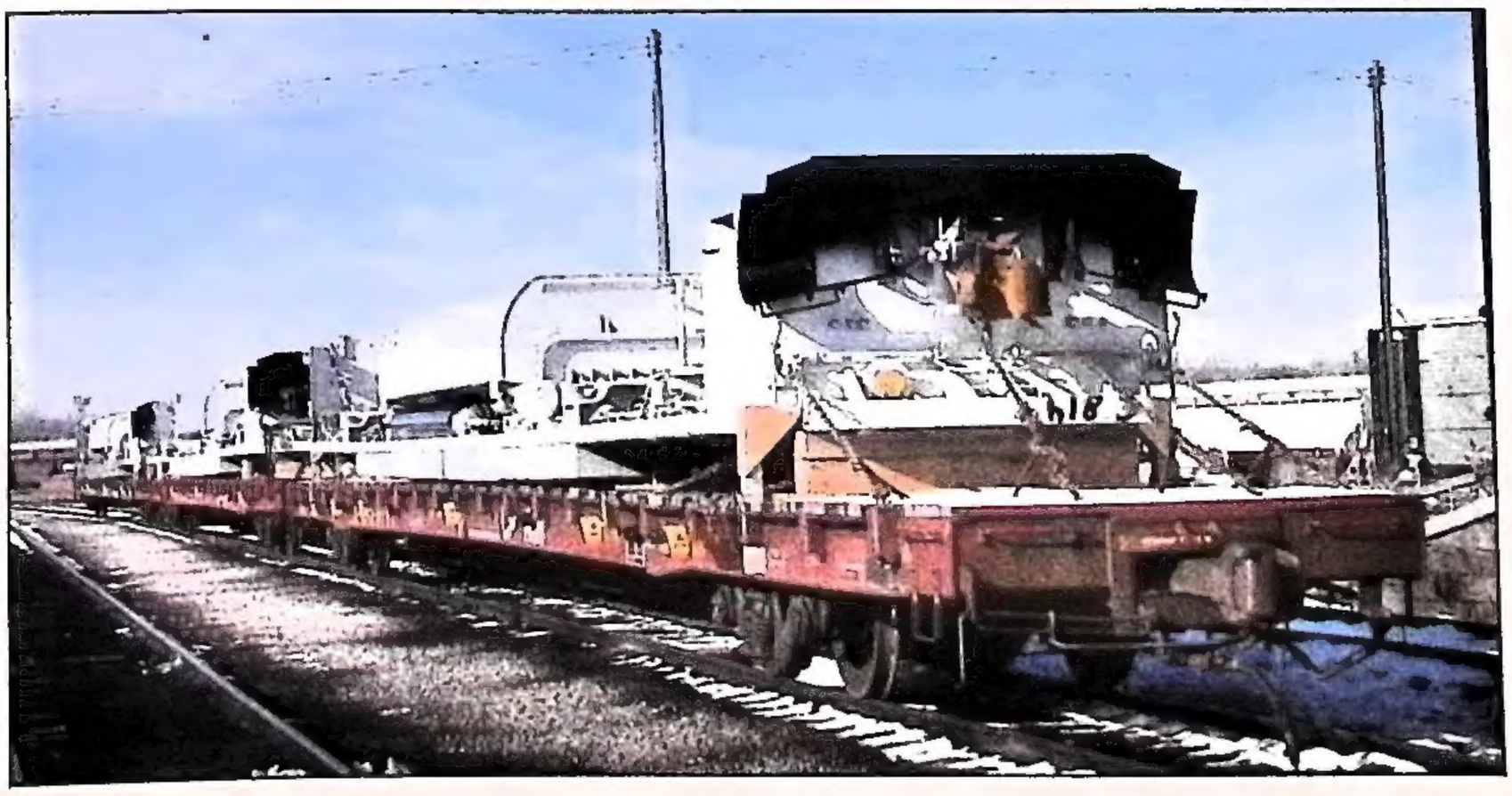
UNION PACIFIC SD90MACs 8502 and 8503, along with 8505 and EMD 8504 (**left**) were all seen at Denver's former D&RGW North Yard on January 29, 1998. All of the units have the 6000 horsepower 12-265H engine. EMD test car ET820 was between the units for the group's run over the former Denver & Rio Grande Western Moffat route for high altitude testing through the Front Range of the Rockies.

RAILNEWS

EXTACHROME: VINCENT REH

CANADIAN NATIONAL M420W 3508 was used as a mobile generator in Boucherville, Quebec, over the weekend of January 17, 1998. Look closely and you'll see there are no rails under the unit (**right**). It was lifted off of the tracks at the DeMontarville crossing and "driven" directly on the pavement several hundred feet to the city's municipal complex, where its main generator was wired into the building's electrical system. The mayor, who is a former CN employee, arranged the January 15th "special" delivery which was part of the effort to deal with wide-scale power outages caused by ice storms that blanketed large portions of Montreal in early January. As darkness fell, the added load on the Alco engine could be heard.

KODACHROME: PIERRE OZORAK



BNSF's NEWEST LOCOMOTIVES are travelling across the continent in pieces. During November 1997, General Motors in London, Ontario, began shipping out partially assembled frames for Burlington Northern & Santa Fe's newest batch of SD70MAC's. The frames and other pieces are being sent to Mexico City, Mexico, for assembly before heading north to the United States. All units of the 1998 order, less the 9865 which was built in Canada and will be used as a template, will be assembled by Mexican workers supervised by EMD personnel. Three BNSF SD70MAC frames (**left**), shipped upside down on flatcars, were waiting to be lifted at CP's Quebec Street Yard before heading south of the border.

HAROLD H. CARSTENS
publisher

E. STEVEN BARRY
managing editor

CHRISTOPHER R. KIMLER/associate editor
MAUREEN FRAZER/editorial secretary
LISA VAN SWERINGEN/editorial secretary
GEORGE M. SMERK/traction columnist
JAMES D. PORTERFIELD/menu columnist
JOE L. DIAZ/traction publications columnist
CURTIS L. KATZ/cartoonist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
PHYLLIS M. CARSTENS/assistant to the publisher
DOUGLAS BAILEY/internet services
WALTER C. LANKENAU/cartography

JAMES A. BOYD/editor emeritus

Circulation Manager: Henry R. Carstens. **Circulation:** Joanne Schmidt
Advertising Production: Mary Ann Lengle, Tammy Havens. **Receptionist:** Michele Welsh
Reader Service: Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** John Loux.

VISIT US ON THE WORLD WIDE WEB: WWW.RAILFAN.COM

From the Publisher's desk:

The "Guv" Cancelled the Ferries

During our Alaskan tour last September, Canadian fishermen protested fishing by U.S. boats in Canadian waters by putting up a blockade of sorts. When the governor of Alaska cancelled further ferry sailings, it was too late to change our itinerary since hotels and other tours had all been arranged. We did what Alaskans do by chartering three single engine Otters, two of which were float planes. The Otter holds about eight passengers and the pilot with the luggage crammed into the tail section. Some of our tour people had trepidations about flying in a small airplane (the white knuckle syndrome) but we all piled aboard. The takeoff from water was smooth and we were soon flying over the Inland Waterway, watching whales cavort way below, seeing an occasional ship, looking for bear in the nearby mountains and spotting lonely lighthouses and glaciers.

A brief stop was made in Ketchikan as we re-entered the U. S. A. for customs and then we were off to Skagway. Skagway is surrounded by mountains at the northern end of the Tanya Inlet. As we landed we spotted three giant cruise ships. Our plane circled low over the town as we caught our first glimpse of the narrow gauge railroad, the White Pass & Yukon Route, which has its southern terminus and shops at Skagway. Construction on the WP&YR started in 1898 to tap the Klondike Gold Rush area and was completed two years later. The rugged scenery is climbed up grades as steep as 3.9%. When metal prices dropped in 1982, the WP&YR closed down, reopening in 1988 as a tourist line as far as White Pass (20.4 miles) with a few trains going on to Bennett and Fraser in Canada (see March 1998 RAILFAN & RAILROAD). Work trains have since covered the entire length of the railroad and rumors persist that the entire line will someday be reopened to passenger service. Let's keep our fingers crossed.

Correction: We incorrectly had the *Caribou Prospector* terminating in Prince George last month. It should have read Prince William.

RAILFAN & RAILROAD

MAY 1998/VOL.17 NO.5

RAILROAD / founded 1906 / vol. 120 no.2

FEATURES

7 **Checking out Conrail**/Steve Barry
10 **Dream come true**/Staff report
28 **The last day of the Berlin Mills Railway**/George Melvin
I **Index to Volume 16/1997**
34 **Union Pacific 618 and the Heber Valley Railroad**/Jeff Terry
41 **Santa Fe's Curtis Hill**/Preston George
62 **Photo Line**/Amtrak's high speed future

DEPARTMENTS

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
12 **Timetable**/events
18 **Camera Bag**/Digital cameras
20 **Railroadiana**/product news and reviews
24 **Railnews**/news stories in detail
46 **Book Depot**/railroad book mart
48 **On the Menu**/Shameless self-promotion
49 **Railfun**/Curt Katz
49 **We'd like you to meet . . .** /Preston George
51 **Videos**/videotape reviews
51 **Advertising Index**/the railfan marketplace
52 **Switch List**/classified advertising
54 **Transit Currents**/George M. Smerk
56 **Museum & Tourist Line Directory**/recreational railroading
58 **Markers**/editorial commentary
58 **Railfanning is:**/humor
60 **Railnews**/news in color
61 **Railnews**/news in color

COVER

Union Pacific "Harriman" Consolidation 618 was departing from Vivian Park, Utah, on the Heber Valley Railroad on May 12, 1996, with the Wasatch Mountains forming a backdrop. UP 618 operates in tourist service over this former D&RGW branch through Provo Canyon. Jeff Terry relates the locomotive's history beginning on page 34. Kodachrome by Jeff Terry.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1998 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

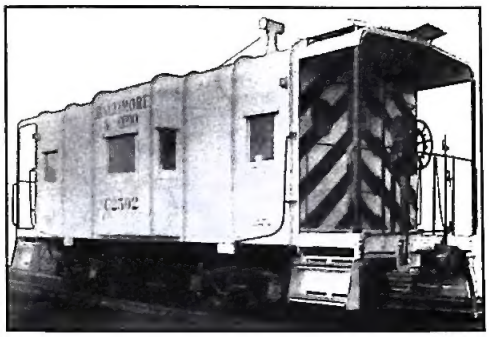
CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 973/383-3355. FAX: 973/383-4064.

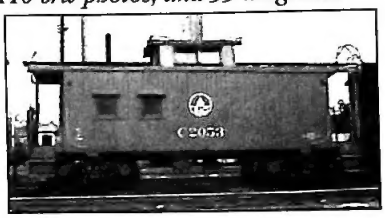
NEW BOOKS FROM TLC

Baltimore & Ohio Cabooses Volume 1-The Diagrams

by Dwight Jones



128 Pages, Hardbound • Fully illustrated with 110 b/w photos, and 55 diagrams



The first of a new series of books on Baltimore and Ohio Cabooses! Much of the material, most of the photos and all of the diagrams in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors now in circulation on the subject. *Due April/May.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H before April 30, 1998

Lackawanna - Superpower Railroad of the Northeast

by Robert A. LeMassena

112 Pages, Hardbound • Fully illustrated with photos, maps and charts and rosters

The long overlooked Lackawanna was one of the pioneers of modern superpower steam. While the road is well noted for the massive concrete viaducts, motive power is quite often overlooked. The road's size and capacity of locomotives was second to none. Fighting a competitive battle for traffic in its territory, the road needed modern steam power development to remain competitive. Noted author Robert A. LeMessena provides a detailed examination of this interesting anthracite road's steam power in this well illustrated volume complete with rosters. Examining operating practices, locomotive design and utilization, the story of a modern road with big steam power, in this all new volume. *This book will be ready in March/April 1998.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H if ordered before April 30, 1998

New Haven Railroad In The Streamline Era

by Geoffrey H. Doughty

128 Pages, Hardbound • Fully illustrated with 120 quality color photos and 50 b/w photos

The complex story of the New Haven in the postwar period, an era which saw the transition away from mass transit to more individualized transport. Despite its internal troubles, the railroad became a patchwork of color which belied the turmoil it was experiencing, and its trains became emblematic of the administration which strove to alter the railroad's stodgy image. Included are builders photos, a look at the railroad's experiments with the futuristic trains of 1956-57, car roster, and a host of color photographs which lavishly illustrate a fascinating period in the New Haven's history. *This book will be ready in March/April 1998.*

Only $33.95 + $4 S/H

Special Price of $29.95 + $4 S/H if ordered before April 30, 1998

Western Pacific Locomotives and Cars

by Patrick C. Dorin

128 Pages, Hardbound • Fully illustrated with b/w and color photos, and rosters

The Western Pacific was a perennial favorite of fans and modelers, and this new 128-page book looks at the diverse equipment of "The Feather River Route" from the 1930s until the 1985 Union Pacific merger and beyond. Ideal as a modeling reference, with over 275 photos and 76 official diagrams covering Steam, Diesel, Passenger, Freight, Caboose and Maintenance equipment. Complete with rosters and color section.

Only $24.95 + $4 S/H

Special Price of $19.95 + $4 S/H before April 30, 1998

Nickel Plate Road Diesel Locomotives

by Kevin J. Holland

128 Pages, Hardbound • Fully illustrated with b/w and color photos, and rosters

Nickel Plate Road Diesel Locomotives looks at the factors that prompted a dyed-in-the-wool steam stalwart to dieselize, reviews how the task was accomplished and examines a roster that, in many ways, reflected the character of the NKP itself - conservative yet capable, well maintained and able to match or beat just about any challenge the competition might present. Coverage extends to NKP diesels in N&W and Norfolk Southern service. 128 pages with over 200 action, roster and builders' photos, paint and lettering information and complete roster 1942-1964. *Due March/April 1998.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H if ordered before April 30, 1998

Send For Complete List of Other Fine Railroad Books Available From TLC.

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book extra

Maximum Shipping and Handling For Single Order is $7.00

CUSTOM VHS NEW YORK TROLLEY VIDEOS
Buffalo, Manhattan, Elmira, Niagara Falls, Schenectady, Staten Island, Syracuse & Yonkers
SSAE for information and discount coupon
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021
E-mail: rohrbeck@juno.com

Collectible Lanterns **New Book!**
Illustrated reference on railroad, fire, marine, carriage, barn, and other lanterns and signal lamps. Includes vintage catalog art, photographs, and patent drawings, plus 1997 collector price guide.
ISBN 0-89538-081-1 144pp $19.95
Collectible Dietz Lanterns & Price Guide
Illustrated 1917 catalog reprint, RR, inspector, etc.
ISBN 0-89538-089-7 140pp $11.95
Now accepting VISA/MC, check or MO. Add $3.25 shipping; Ohio only add 6-1/4% sales tax. E-mail: hirampress@aol.com
Hiram Press
PO Box 1926 Hiram, OH 44234 (330) 569-7251
Adams & Westlake No. 39 Double Guard lantern, ca. 1907

MOBILE GAIN ANTENNA
Tuned to Railroad Band
as reviewed in Railfan & Railroad
- Increased range
- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type
Railcom 901-755-1514
Box 38881, Germantown, TN 38183

Two new all-color books for May 1st!

ERIE RAILROAD Trackside
with Robert F. Collins
by Larry DeYoung
The third Trackside book covers the dean of Erie Railroad photography, Bob Collins, through more than 225 vintage views of steam and diesel.

Pennsylvania Trolleys *In Color*
Volume 2: The Philadelphia Region
by William D. Volkmer
Our traction journey across the Keystone State stops for a color look back at PTC, Red Arrow, P&W and Fairmount Park.
Order today at the special pre-publication price of:
Each @$40 + $3.50 postage, $5 foreign.
Include street address for UPS delivery.
U.S. funds only. NJ residents add $2.40 tax.
Available May 1, 1998
After 5/1/98, price is $49.95 each.
Morning Sun Books, Inc.
9 Pheasant Lane
Scotch Plains, NJ 07076
MORNING SUN BOOKS INC.
www.morningsunbooks.com

FANMAIL

Impressions of IC steam

I enjoyed Cliff Downey's "The Last Decade of Steam on the Illinois Central" in the January 1998 RAILFAN & RAILROAD. It brought back memories of when I was ten years old in 1925. My uncle Stanley, who was a coal miner in Benton, Illinois, visited us in Chicago on his way home with his new 1925 Hudson Brougham which he drove from Detroit, Michigan. During his visit he persuaded my father to go to Benton with him. So early one morning my father took me along and away we went to Benton. The roads, of course, were not what they are today. Late in the evening we arrived at Uncle Stanley's home. Early the next morning we went to visit the mine where my uncle worked. I remember seeing rails twisted like pretzels and a straw stuck into a telephone pole. Benton had been devastated by a terrific tornado. After visiting in the later part of the evening, my uncle drove us to Centralia where we waited for a train to Chicago. Presently the train arrived and we got aboard. I was very tired, to say the least, because as soon as I sat down I konked out fast asleep. It was early in the morning when we arrived in Chicago.

We got off the train and walked toward the front exit. Then when we got to the head end — there was a beautiful locomotive about a foot from the bumper. I stopped and gaped at that beautiful machine with its huge drivers. I don't know whether it was a 4-4-0 or a 4-6-0. My father had to literally yank my arm to leave, I was so mesmerized. It's strange how some things leave an indelible imprint on ones mind.

THEODORE SZYBOWICZ
Taylor, Mich.

The Finger Lakes to Asheville

The February 1998 issue brought back a double-header of childhood memories. During World War II our family travelled several times from Pittsford, New York, on the New York Central's Auburn Road to visit my grandfather in Asheville, North Carolina. The Auburn Road evening train, known variously to the locals as the *Canandaigua Cannonball* or the *Brighton Bullet*, carried two 12-1 sleepers. One picked up passengers in Canandaigua, Geneva and Auburn, on what is now the Finger Lakes Railway, and was turned over to a New York-bound train in Syracuse. We rode the other Pullman, which was handed off to an originating PRR train in Canandaigua and handed off again in Williamsport, Pennsylvania, and Harrisburg to reach Washington the next morning. The Pennsy maintained a small roundhouse in Canandaigua for the passenger power, where the hostler once invited me into the cab of a live K4, my first close encounter with steam. Unfortunately it was after dark when we passed Penn Yan and Watkins Glen, on the present Finger Lakes Railway, but I still remember the nighttime view of Christmas decorations on Canandaigua's main street as seen from our Pullman section.

After a daytime layover in Washington we took the Southern overnight to Asheville, my father and I again in a lower and my mother and younger brother in the upper berth above us. We woke at Old Fort, North Carolina, where a helper was added for the exciting climb up the loops to the Swannanoa Tunnel, and I amused my family by climbing up on the section seat to turn on and off the side light as we traversed the succession of short tunnels illustrated in John Sullivan's story.

In later years my wife and I again rode the *Asheville Special* several times, including a short but memorable cab ride in a Salisbury-bound train in the early 1970's. I never rode the Auburn Road east of Canandaigua, but hope to remedy that during this summer's NRHS convention in Syracuse. Incidentally, the Auburn Road was part of the original chain of railroads which connected Albany and Buffalo to become the New York Central. A glance at the map in Pete Swanson's story indicates why the NYC was happy to later replace the Auburn Road with the more direct line between Syracuse and Rochester.

Thanks for the memories.

FRANCIS H. PARKER
Muncie, Ind.

20th Century on the Auburn Road

Here's an interesting sidebar to Pete Swanson's story in the February R&R. During my tenure as Transportation Superintendent, Syracuse Division-NYC in 1967, we had all main tracks east of Lyons, New York, blocked by a derailment which necessitated detouring No. 26, the *Twentieth Century Limited* via the Auburn Road now a part of the Finger Lakes Railway.

W. R. FOSTER
via the Internet

The maligned Mobile & Gulf

It appears that our short line steam heritage is getting away from us faster than I ever dreamed it could. At the bottom of page 44 in the March '98 issue, Jim Wrinn says that Graham County Railroad would have been the last all-steam interstate common-carrier railroad in the U.S. if it hadn't been for "the Gulf & Mobile in southern Alabama." On page 61, our editor emeritus says the Mobile & Gulf was "in Mississippi."

According to the short line's charter recorded on July 1, 1925, in Fayette County, Alabama, the full and accurate name of the operation was "The Mobile & Gulf Railroad Company." The railroad was actually located in west-central Alabama between Tuscaloosa and Columbus, Mississippi. It was never anywhere close to Mobile or to the Gulf of Mexico.

The date of the last run of 2-6-0 No.97 was Saturday, August 22, 1970. Since it was the very last of a significant era in American railroading, can we at least get the name, location and date filed correctly?

THOMAS LAWSON, JR.
Birmingham, Ala.

What's a Low-V car?

The caption under my photo of the IRT Low-V cars on page 66 of the February '98 issue had an omission and may have created a misunderstanding about the equipment. The term "low voltage" does not mean that

Checking out Conrail

AS THE COUNTDOWN CLOCK CLICKS towards Conrail's breakup by CSX and Norfolk Southern, a lot of very interested parties have been touring parts of the soon-to-be-gone big blue railroad. The Conrail business train has made numerous forays from its base in Altoona, Pennsylvania, and even some foreign power has been seen pulling Office Car Specials (OCS in Conrail terminology). On February 4, 1998, Morristown & Erie Alco C424 18 teamed up with New York, Susquehanna & Western B40-8 4004 powering an OCS past the station at Tuxedo, New York (**above**), located on the line Conrail shares with New Jersey Transit to Port Jervis, New York. On board were officials from Conrail, CSX, NS, Metro-North Railroad and NJT. The VIP's were given an up-close look at potential bottlenecks caused by single track and commuter trains, covering NJT's Port Jervis and Raritan Valley Lines as well as Conrail's former Reading line to West Trenton, New Jersey, and terminal trackage near Newark.

Conrail's own business train, led by E8 4020, was passing a semaphore at Smithboro, New York, on November 25, 1997, on the former Erie Southern Tier line (**below**). Norfolk Southern will get this line as part of the breakup, and one can only wonder how long the six surviving sentinels on "blade row" will last — S.B.

TWO KODACHROMES STEVE BARRY

EAST END
B&O's "Neck of the Bottle"
by Jeffrey R. Hollis & Charles S. Roberts
Harpers Ferry to Cumberland 1842-1992. Hard. 224 pgs, 355 illus. (45 color), 8½ × 11", $50.00, 4.00 devy, 2.50 MD Tax. BARNARD, ROBERTS & CO., P.O. Box 7344, Balto. MD 21227. (410) 247-2242. VISA/MC. Also at serious dealers.

R&R BOUND VOLUME #15 1996
Railroad & Railfan Bound Volume #15 is still available and in stock, but not for long, so please hurry now and order your copy. Each hardbound copy contains a years worth (12 issues) of ***R&R. $42.50 ea. + S&H***

VISA/MC/AMEX/OPTIMA accepted. Or please send check or M.O. S&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax, Canadians add 7% G.S.T.

TO ORDER CALL 1-800-474-6995 or FAX us at 973-383-4064

BEST Pre-Release Video Offer *EVER*
featuring the 5 locomotive
Steam-Up at Mt. Rainier
Official video of the May 2 celebration.
(Ticket reservations - call MRSR at 888-Steam-11).
Every tape sold supports steam restoration at MRSR. Interviews, cab rides, runbys & more.
If you don't love it, IT'S FREE !!!
Our personal dedication to excellence - call for details
Reserve your copy now & save 20% - Only $19.96
★ ★ ★
Discount good until shipping date of June 30.
Your credit card not processed until we ship!
Producer of the acclaimed *Steam-Power Sawmill.*
☎ **888-844-4449** ☎
Golden Rail Video
P.O.Box 10474 Glendale, CA 91209

RAILROADING CALIFORNIA STYLE

TAPE OF THE MONTH
This video opens with UP's sleek E9's as they pull different passenger specials through southern California. Steam action is next with 4-6-6-4 Challenger locomotive 3985. 3985 on the point working together up Cajon Pass with the E9's puts on a spectacular show along with its over 20 car passenger special. This video also offers lots of grades and lots of up hill freight action plus trains with UP's newest motive power, as well as older motive power. Definitely put a check by this video as one you will want to add to your video library. 210 mins.
***2 Tape Set Special Price:* $12.95**
exp. 5/12/98 plus $5 s&h USA ($6 s&h Canada) CA residents add 7.75 sales tax Reg $32.95
Send check or M/O to:
DIRECTION VIDEO PRODUCTIONS
Suite #210, 103 N. Hwy. 101, Encinitas, CA 92024.
TOLL FREE ORDER LINE
1-888-987-0074
FAX 619-485-0301

PENNSY STEAM: A SECOND LOOK

by Paul Carleton

Hard Cover, 208 pages.
Priced at: $37.95, order from.
D. CARLETON
P.O. Box 1827, Dunnellon, FL 34430
Write for our free brochure

RAILROAD HISTORY

Since 1921 the Railway & Locomotive Historical Society has been the rallying-point for serious rail history enthusiasts. Our members read, research, relive railroad history of all eras; they enjoy two issues yearly of our illus. journal RAILROAD HISTORY (Avg. 150 pages), keep current with our timely Newsletter. Chapters too! Join Now! Send $20 to:

BOX 193552B, SAN FRANCISCO, CA 94119

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858

PHONE (914) 693-5858

RBH
Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932

BOOK LISTINGS

Anthracite Country Color	19.95
Boston & Albany Vol. 1 or 2	each 39.95
CP Color Guide to Freight & Pass. Cars	35.95
C&O Color Guide to Freight & Pass. Cars	35.95
Chicago & North Western in Color	35.95
Colorful Look at: Conrail SD40 & SD40-2's	19.95
Colorful Look at: C&NW	19.95
Denver & New Orleans	35.95
D&RGW in Color Vol 2	35.95
East of the Hudson Trackside	35.95
Hidden Treasure Ohio River & Western	35.95
Lackawanna Superpower RR (due ??)	21.45
Lehigh Valley-East of Mauch Chunk	39.95
Lionel Inspirations	35.95
MDC Shay Handbook	13.95
Milwaukee Road in Color Vol. 1,2 or 3	each 35.95
New Haven RR: Streamline Era (due ??)	26.95
New York Central Trackside	35.95
New York Transit Memories	13.45
NKP Road Diesel Locomotives (due ??)	26.95
Pacific Electric in Color	35.95
Pennsylvania Trolley in Color Vol 1	35.95
PC Color Guide to Freight & Pass. Cars	35.95
Powder River Coal Trains	23.95
PRR: Black Gold-Black Diamonds	35.95
Railroad Atlas Vol 1-7	each 18.95
Sawmills	17.45
Scenes Along The Rails; Anthracite Region Pt 2	31.95
SP Diesels Vol. IV - SD7&9's	19.95
SP&S Color Guide to Freight & Pass. Cars	35.95
The Subway	23.95
Two Foot Guide Vol 8 Industries Part 2	21.95
Western Pacific Locomotives & Cars (due?)	35.95
Willamette Locomotive	31.95

100's more titles available
FAX YOUR ORDER VIA OUR COMMON PHONE NUMBER
Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $6.50 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

it requires less energy to operate these cars, but refers to the reduced voltage used in the controller. The primary difference between Low-V's and High-V's (an earlier IRT car) is that the High-V's had 600 volts d.c. run directly through the master controller (a dangerous proposition at best). Low-V's were the first semi-automatic control which utilized a "group switch" located under the car which indirectly and safely allowed the motorman to control the high voltage through the group switch relays and cams utilizing a 37½ volt battery circuit between the master controller and the group switch. Low voltage controllers are still in use today, although it is likely they'll be replaced by a.c. motors and electronic "chopper" control circuits.

By the way, the cars were photographed on an excursion sponsored by Allied Transit Services for the Railway Preservation Corporation in cooperation with the New York Transit Museum.

JOSEPH M. CALISI
Flushing, N.Y.

P&S power on the Lycoming Valley

I just got the March 1998 R&R with a photo of the Lycoming Valley SW9s on page 3. The caption is accurate except that the P&S uses an old spelling of "Pittsburg" without the "h" now on the end of the city's name. The no "h" spelling was correct usage at the time of incorporation of the original railroad, and both P&S and PS&N used it.

Your renumbering information is correct, but the rest of the story was omitted. Lycoming Valley is part of the North Shore System, which does not use a systemwide common paint scheme. A fan of the P&S suggested that the original yellow/red P&S livery be re-applied to these units, modified slightly to become the Lycoming Valley colors. While the final decision was to adopt the locally-appropriate Reading-based color scheme, it was also decided to restore the original 3-digit, 230 series numbers to the units. Thus LVRR 238 is ex-P&S 1816, nee-P&S 238 and LVRR 239 is ex-P&S 1776, nee-P&S 239.

You probably know what Paul Harvey would say.

NICK D'AMORE
via the Internet

Ashland Railway's No.40

I'd like to make a correction to your RAILNEWS story on page 3 in regard to Northern Plains Railway/Ashland Railway No.40. Ashland No.40 was ex-SP 6631, frame number 7789-7, and not a former D&RGW unit. As a former OmniTrax and Great Western Railway employee, I probably have had mire time at the throttle of No.40 than any other single engineer since its construction. It was amazing to watch the progress of No.40 as it turned from a rusted inoperable hulk into a rejuvenated operating locomotive by the OmniTrax shop personnel.

ELVEN L. MARSHALL
Harvey, N.D.

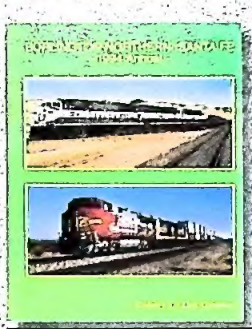
Jim Boyd scrounges

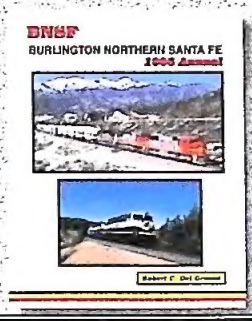
I have a quick comment on Jim Boyd's editorship at R&R. For some reason, I either did not receive or I misplaced my October '92 R&R. I noticed that back issues were available, so I ordered one. A few days later I received a note saying that none were available. Not wanting my collection to be missing an issue, I contacted R&R once again, indicating that surely someone in the office could scrounge up a copy of that issue.

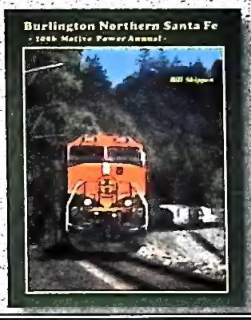
It is a comment on Jim Boyd's care and concern for all of us to say that a few days later I found in the mailbox a copy of the issue I wanted. On the contents page I found a note, written with a red felt tip pen saying "Personally scrounged for you by Jim Boyd." I was touched by that. I thought right away he must be a good man, one who would personally take care of this small matter. Thanks, Jim! Have a happy and productive retirement.

CARL J. SINKE
Kentwood, Mich.

FORT WAYNE RAILROAD HISTORICAL SOCIETY, INC.
765
We Want You To Join Us!
Membership is only $30 per year!
Help support America's first All-Volunteer Main Line Steam Operator and our "Magnificent Machine," Nickel Plate "Berkshire" No. 765!
Get a FREE COPY of the 765's "Official History" when you join! The book is a $9.95 Value!
OFFICIAL HISTORY
Send your name, address, phone & payment to: FWRH, P.O. Box 11017R, Ft. Wayne, IN 46855.
Credit card users can call 219-493-0765.
Join On-Line at our Web Site!
http://www.steamloco765.org/
VISA
MasterCard

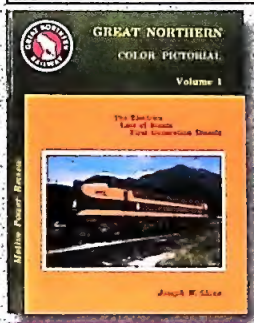


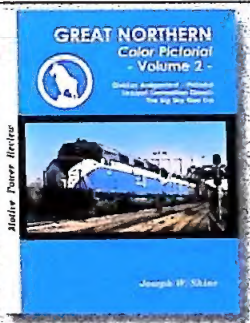


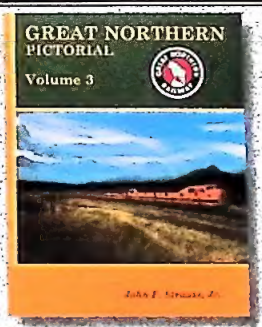


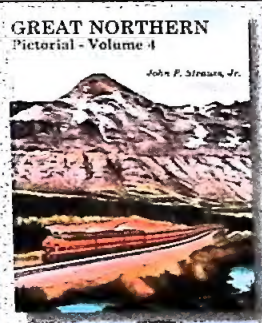
Four Ways West Always Gives You More of What You Purchase A Book For — *More Great Photos!*
Order from your favorite Hobby Shop or Book Seller, or if not available thru them,
Purchase any one of these outstanding books Directly from the Publisher at the regular price & get the second book at Half Price ! Include $3.50 s/h for 1, $5 for 2 books. This special is available direct only.

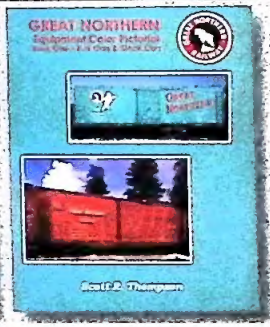
The five books above: $44.95 — The seventeen books below: $49.95
Visa or Master Card: include card type, number, exp date & address. Fax to: 714/521-5664
or send Check or Money Order to *Four Ways West Publications* / Box 1734 / La Mirada, CA 90637

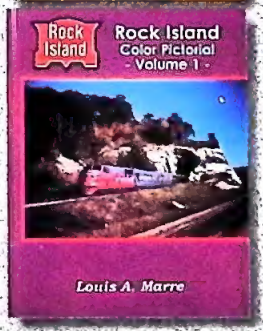


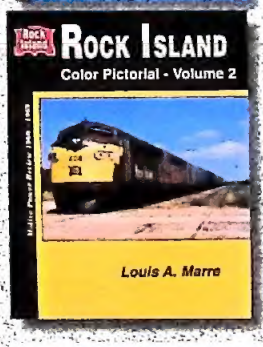


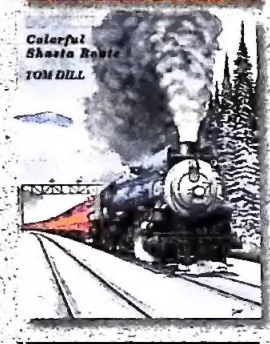


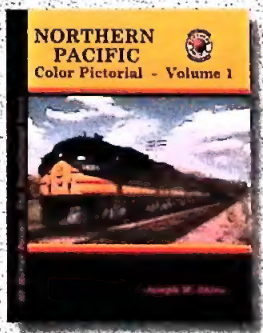


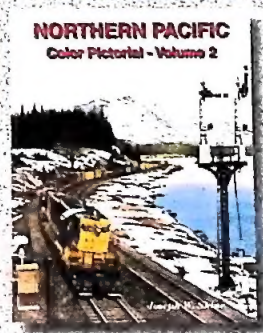


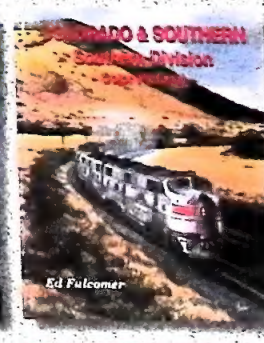


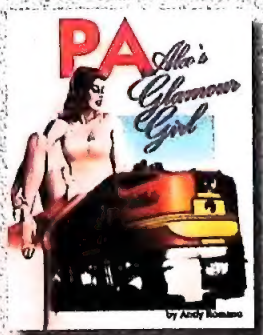






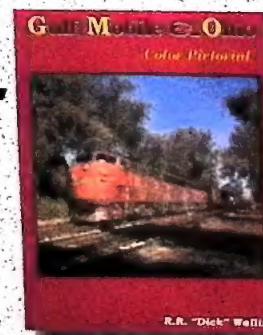






Four Ways West
PUBLICATIONS

P O Box 1734
La Mirada, CA 90637



Dream come true

VALLEY RAILROAD PHOTO

JOE GOLINO, participating in the Valley Railroad's "Your Hand on the Throttle" program, operates Valley Railroad 2-8-2 No.40 under the watchful eye of engineer Pete Frederickson. The program includes classroom training, practice starts and stops, and the chance to operate the Mikado from Essex to Deep River, Connecticut. The program will be repeated in April and November 1998. Many "engineers" plan to go through the program a second time.

THE VALLEY RAILROAD COMPANY, located in Essex, Connecticut, hosted its first "Your Hand On The Throttle" sessions in November 1997, with 42 "engineers" participating over three weekends. Inspired by Project 1225's successful "Engineer For An Hour" program with a Pere Marquette 2-8-4, the VRR decided to try something similar as a means of generating revenue during a period when the railroad is normally shut down.

For their money, customers received a 50 page booklet covering railroad safety, steam locomotive technology and operations with diagrams. After an hour-long classroom session each participant was instructed on the basics of steam locomotive operation. Once familiar with the Valley's 2-8-2 No. 40, and after making a few practice starts and stops, a trip over the VRR from Essex to Deep River and return was made under the guidance of a VRR engineer. While most participants came from the local area, several drove from western New York and New Hampshire, but the distance prize went to Ed Sheets, a retired pilot who flew in from Florida for the event.

All the "engineers" were enthusiastic about their experience. Larry Gross, President of Road-Railer commented, "It's a special thing when a childhood dream can be realized." Steve Ruchman said, "this was an event that will not be erased from my mind." Many plan to return for another session.

The program will be repeated April and November of this year. Contact the VRR at 860/767-0103 for prices and information, or check out the railroad's web site on the Internet at WWW.VALLEYRR.COM.

Calling all ALCO fans!

ALCO's To ALLENTOWN

Reading Lines · Central Railroad Company of New Jersey · LV

ALCO 628's, C630's, C420's, RS11's, PA's, FA's, RSD5's, Baldwins, FM Train Masters, F-Units, early Geeps & more abound in this classic book by noted rail photographer Thomas A. Biery.

Only $24 until May 1, 1998. Pre-publication price includes shipping, worldwide. After May 1, 1998, price will be $29.95 plus $3 shipping.

www.trainweb.com/trp

Lehigh Valley Railroading in the 1960's and 1970's!

112 Pages, 150+ photos (80+ in color), plus maps, schedules and more!!!

☐ Please send me ____ books at only $24 per copy.

PA Residents add $1.44 per book for tax
Send check, m.o. or credit card info to

THE RAILROAD PRESS
1150 CARLISLE ST. #444-R
HANOVER, PA 17331

Name
Street
City
State Zip
Phone ( ) -
Required for credit card orders
Card # Exp.
Circle One VISA AMEX DISC MC
Signature
Required for credit card orders

Not good in conjunction with any other offer. Offer expires 5/1/98.

IN THE 1950's, while the Norfolk & Western was still running steam, Henry Peterson bought a reel-to-reel tape deck, microphones, and a 16mm movie camera. Forty years later, the color film and the high-fidelity stereo recordings have been put together to create one of the finest programs on N&W steam you'll ever see. ***Hooters on Blue Ridge*** is 50 minutes in length plus 30 more minutes of high-fidelity stereo sound, along with color-slides from the same time period. The film has been computer enhanced and digitally color-corrected for your utmost enjoyment.

$29.95
plus $4.00 P&H

GOODHEART Productions

GOODHEART PRODUCTIONS
P.O. Box 47131-R · Chicago, IL 60647
WRITE OR CALL FOR OUR FREE CATALOG
Order Phone **1-800-482-1522** MasterCard VISA

Illinois residents add 8.75% sales tax. Canadian orders add $1.00 extra for postage. International customers please add $10.00 per item.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

HALUWASA SHORELINE RAILROAD, 377 South Ehrke Road, Hammonton, NJ 08037 (609/561-3081) is holding the following special events on its two-foot gauge railroad. Call or write for details.

April 2-4, Easter rides.
May 16, Rail Expo.

BOSTON, MASSACHUSETTS, April 3-5. *Cherry Blossom Special* excursion via Amtrak to Washington, D.C., to view cherry blossoms, monuments, museums and more. Departs South Station 8pm Friday, returns Sunday evening. Fare $365 per person double occupancy, includes standard classroom on Amtrak's *Twilight Shoreliner;* $300 per person coach; $385 per person double occupancy for a deluxe bedroom and $225 per child under 12 sharing a room with two adults. Tickets and information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

SPENCER, NORTH CAROLINA, April 4. Shay Day Special photography event with Graham County Railroad 3-Truck Shay 1925. Freight train, yard switching and night photo session. Tickets $25 per person includes museum train ride. Tickets from North Carolina Transportation Museum Foundation, Shay Day, P.O. Box 44, Spencer, NC 28159; credit cards users can call 704/636-2889.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will sponsor the following excursions out of Nashville. Ticket prices range from $15 to $50, reservations are required.Write to the museum for a ticket order form.

April 4, Easter Bunny trip to Watertown.
April 18, Mile-Long Yard Sale trip to Watertown.
June 6, Summer Fun Festival trip to Gordonsville.

WHIPPANY, NEW JERSEY, April 4-5 and 11. Easter Bunny Express at the Whippany Railway Museum. Hourly departures from noon until 4pm each day. Fare $7 adults, $4 kids under 12, babes-in-arms free. Advance reservations strongly recommended. Tickets/information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177.

HIGH IRON TRAVEL, P.O. Box 50116, Minneapolis, MN 55405 (612/922-7259) will be making the following special trips using the private car *Caritas* and others. Call or write for details.

April 16, Corpus Christi, Texas, to Laredo via the Texas-Mexican Railway.
April 17-May 2, Mexico tour from Nuevo Laredo to Penjamo, Uruapan, Oaxaca, Mexico City and other cities.
May 15-17, Dakota, Minnesota & Eastern's Colonie and Dakota Junction lines in Nebraska, departing from Rapid City, S.D.
May 22-27, Rare mileage Denver, Colo., to El Paso, Texas, with a side trip to the Cumbres & Toltec Scenic. Round trip departs from Chicago.
June 27-July 5, Explorers IX Trip over Camas Prairie Railroad and former UP branches in Washington, Oregon and Idaho. Trip departs from Spokane, Wash

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610, 2-8-2 4501 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner Pullman seating or office car charter available at higher cost.

April 18, to Trion, "Spring Blossom Trip," $62, diesel.
May 2, to Chickamauga, "Down Home Days," $35, 4501.
May 23, to LaFayette, "Bluebird Bus Plant Tour," $50, 610 or 4501.
June 20, to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
July 4, to Chickamauga, "Pops in the Park" concert, $42, diesel.
August 15, to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
September 26,to LaFayette "Rail to Wings" airshow, $50, diesel.

WINNSBORO (ROCKTON), SOUTH CAROLINA, April 18-19. Railfan weekend at the South Carolina Railroad Museum. Saturday features freight operations with two SW8s and three industrial locomotives. Motor car rides on Sunday from Rockton to the end of the line. Information from John Parker, Special Events Coordinator, 3038 Dennis Road, Augusta, GA 30907.

ROANOKE, VIRGINIA, April 24-June 21. "Trains That Passed in the Night: The Railroad Photographs of O. Winston Link" will be on display at the Virginia Museum of Transportation, with 75 black & white and 10 color prints from the noted photographer. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

ALTOONA RAILROADERS MEMORIAL MUSEUM (1300 Ninth Avenue, Altoona, PA 16602; 814/946-0834) will hold the following special events.

April 25, grand opening of the new museum with three floors of exhibits, 600 photographs, 800 artifacts, a new theatre and more.
May 16-17, 6th Annual Horn & Whistle Fair. Rail, ship and factory whistle demonstrations, workshops and lectures.
May 30, Circus Day. Photos and memorabilia from the Walter Main Circus train wreck of 1893. Activities fro kids.

RIO GRANDE PHOTO FREIGHT will operate over the Cumbres & Toltec Scenic in May. Two days of photo opportunities of freight trains with helpers for $500. Information: John B. West, 334 Montford Place, Mill Valley, CA 94941; 415/383-3210.

RIVERTON (SPRINGFIELD), ILLINOIS, May 2. 12th Annual meeting of the Illinois Traction Society (Illinois Terminal Railroad interest group) at the Knights of Columbus Hall at 9am. Self-guided tours of IT sites, clinics, slide shows, dinner and more. Information and dinner reservations from Dale Jenkins, 264 Victoria Avenue, Decatur, IL 62522-1835; 217/423-4877.

WASHINGTON, D.C., May 2. *Delmarva Special* to Salisbury and Pocomoke City, Md., over Conrail's Delmarva Secondary using Amfleet equipment. Visit a spring festival in Salisbury or ride rare mileage to Pocomoke. Boarding available at New Carrollton, BWI Airport and Baltimore. Washington-Pocomoke fare $84 adults, $64 kids 2-15, Washington-Salisbury $69 adults, $49 kids 2-15. Fares vary for other boarding locations, call or write for details. Tickets and information from Washington D.C. Chapter NRHS, P.O. Box 151, Alexandria, VA 22313-0151; 703/273-8440; e-mail dcnrhs@us.net

SAN ANGELO, TEXAS, May 2-3. Railfair 98 at the Historic Orient-Santa Fe Depot, 703 South Chadbourne Street and at the San Angelo Convention Center, 500 Rio Concha Drive, Saturday 10am-4pm, Sunday 12pm-4pm. Railway Museum of San Angelo tours, model train show, railcar displays, free shuttle between sites. Admission $3, kids under 12 $1. Information from Tommy Robinson, 209 North Bishop Street, San Angelo, TX 76901; 915/658-3120.

STOCKTON, CALIFORNIA, May 8-10. Western Pacific Historical Society Annual Convention at the Stockton Inn. For information contact Stephen M. Hayes, P.O. Box 1083, Soulsbyville, CA 95372; 209/536-1847.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.

May 10, Mothers' Day on the trolley.
June 7, Spring caboose rides.\
June 21, Fathers' Day on the trolley.
June 27-28, Fox River Trolleyfest.
September 13, Fox River FolkFest (admission $1 extra).

WILMINGTON, DELAWARE, May 16. 10th Annual Delaware Transportation Festival at the Wilmington Amtrak station, 10am-5pm. Rolling stock displays from vintage equipment to Amtrak's newest, train rides, Operation Lifesaver and other transportation displays. Free admission. Information from Steve Welch, Special Projects Manager, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3401.

HOBOKEN, NEW JERSEY, May 16. Try Transit Festival at the Hoboken Terminal, 10am-5pm. Railroad displays, memorabilia and street fair. Admission free.

STEAMTOWN NATIONAL HISTORIC SITE, 150 South Washington Avenue, Scranton, PA 18503-2018 (717/340-5185) will hold the following special events. Call for information and fees.

NEW YORK CENTRAL'S "HARLEM DIVISION"
The Coming of the "N.Y. and Harlem Railroad"
Used today by "Metro North Railroad"
GCT-Berkshire Hills. 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

Buying & Selling Since 1959
Interested in maps, old railroad, trolley, timetables, guides, badges, passes, post cards, rail magazines, technical data, books, advertising, etc. Free listings for most major railroads - Send SSAE and your list (specify railroad and specific items for sale or wanted). Fair prices paid for all rail material. How about timetables??
We specialize in diversity.
Nestlé's Railroadiana
RD#2 RAY ROAD, BOX 105, GREENWICH, NY 12834

Need Help Placing an Ad?
Call or Write:
Pieter Uptegrove
Advertising Sales Manager
P.O. Box 700, Newton, NJ 07860
Tel. 973-383-3355

Make plans to be in Chicago on May 22-24, 1998 (Memorial Day Weekend). The Central Electric Railfans' Association will be celebrating its 60th anniversary and you are invited to join in the festivities!

Events planned for this memorable weekend include inspection trips on Metra Electric (Illinois Central) suburban lines and the Chicago Transit Authority's extensive "L" network as well as visits to the Fox River Trolley Museum and the Illinois Railway Museum. Special slide prepresentations and a banquet will also be held.

For more information
and a reservation form write:
CERA P.O. Box 503, Chicago, IL 60690.

Videos and Books at Great Prices!

from McMillan Publications

Serving You Since 1977

Stocking titles from 50 of North America's Best Producers and Publishers

Fast Service

Books

FOUR WAYS WEST PUBLICATIONS

1996 BNSF Motive Power Annual	$34 95
Great Northern Pictorials - Vols 1 to 4, each	$35 95
Gulf Mobile and Ohio Color Pictorial	$35 95
Northern Pacific Color Pictorials - Vols 1 & 2, ea	$35 95
PA - Alco's Glamour Girl	$35.95
SP's Colorful Shasta Route	$35 95
Texas & Pacific Color Pictorial	$35 95

McMILLAN PUBLICATIONS, INC.

Wheat Lines and Super Freights (Santa Fe)	$64 95

MORNING SUN BOOKS

Boston & Maine In Color	$35 50
C&NW In Color - Vol 1	$35.50
CB&Q In Color - Vol 2	$35.50
Chicago Great Western	$35.50
Erie Lackawanna in Color - Vol 4	$35.50
Fairbanks-Morse Locomotives	$35.50
Milwaukee Road in Color - Vols 1, 2 & 3, each	$35 50
Pacific Electric in Color - Vol 1	$35.50
Pennsy Steam Years - Vol 2	$35.50
Santa Fe in Color, Vols 1 to 4, each	$35 50
Santa Fe Color Guide to Frt and Psgr Equipment	$35.50
Soo Line In Color	$35 50
Trackside: East of the Hudson 1941-1953	$35.50
Trackside: New York Central	$35.50
Under Milwaukee Wires	$35.50

STEAM POWERED VIDEO RAILROAD ATLASES

Appalachia and Piedmont *New!!*	$22.00
Arizona and New Mexico	$21 00
California and Nevada . (post merger edition)	$22.00
Colorado and Utah	$21.00
Great Lakes East	$21.00
Great Lakes West	$21.00
North East U.S.A.	$21.00

WITHERS PUBLISHING

Diesels of the Chicago & North Western	$43.50
GE's Dash 8 - C Series	$19.95
EMD's SD60 Series	$23.95
Train Master	$23.95
Union Pacific Switchers and Slugs	$19.95

Railfan Timetables

ALTAMONT PRESS

California Region #9 (CA) ... *New!!*	$13.00
Intermountain Region #2 (WY, MT & S. ID)	$11.00
Pacific NW Region #4 (WA, OR & N. ID)	$12.00
Rocky Mountain Region #4 (CO, UT & NV)	$12.00
Southwest Region #3 (NM, AZ and W. TX)	$12.00

Videos

BIG E PRODUCTIONS

Montana Rail Link in the Rockies	$29.95
Wisconsin Central 1997	$31.95

C VISION PRODUCTIONS

BNSF Crossing the Cornbelt (Marshall Sub)	$23.95
C&NW's "Cowboy Lines"	$23.95
C&NW From the Cab	$17.95
Cornhusker Mainline (UP's Council Bluffs Sub)	$23.95
Wyoming Coal Trains	$23.95

CHARLES SMILEY PRESENTS

Southern Pacific By the Bay	$23.95
Tennessee Pass	$23.95

G. TRAIN VIDEO PRODUCTIONS (GTVP)

BNSF - Cleburne to Houston, Texas	$31.95
CP Shuswap Sub (Revelstoke to Kamloops)	$31.95
CN-CP Thompson and Fraser Canyons	$31.95
UP-BNSF Columbia River Gorge	$31.95
BNSF Minot, ND to Belton, MT	$31.95
UP LaGrande, OR to Nampa, ID	$31.95
UP Mainline - Poplar Bluff to Texarkana	$31.95

GOODHEART PRODUCTIONS

4960 - Steam Star of the Grand Canyon Railway	$23.50
Great Steam Safari South Africa Revisited	$23.95

GREEN FROG PRODUCTIONS

Best of Passenger Trains - The East	$23.50
Chicago Odyssey - Vols 1 & 2 (2 tape sets), ea	$59.95
Conrail - Pittsburgh to Crestline	$31.95
CSX - Vols 1 to 6, each	$31.00
CSX - Vol 7	$23.50
Erie Lackawanna (2 tape set)	$56.95
NYC Odyssey - Vols 1 & 2 (2 tape sets), each	$54.95
Norfolk Southern - Atlanta to Chattanooga	$31.00
Penn Central (2 tape set)	$34.95
Rock Island Railroad	$31.95

New Books

DPA-LTA ENTERPRISES

1998 Edition Locomotive Rosters	$19.50

HUNDMAN PUBLISHING

Northern Pacific - Classic Steam Era	$47.95
Souhtern Pacific Oregon Division	$47.95

KALMBACH PUBLISHING COMPANY

Domeliners	$39.50

MORNING SUN BOOKS

C&O Color Guide to Frt and Psgr Equip	$35.50
CP Color Guide to Frt and Psgr Equipment	$35.50
Penn Central Color Guide to Frt and Psgr Equip	$35.50
Rio Grande in Color - Vol 2	$35.50
SP&S Color Guide to Frt and Psgr Equip	$35.50

PAIRED RAIL RAILROAD PUBLICATIONS

The Santa Fe Diesel-1935 to 1960 - Vol 1	$45.50

PENTREX

Boston & Albany - Vols 1 and 2, each	$39.95

TLC PUBLISHING

B&O Passenger Service - Vols 1 and 2, each	$21.75
Classic Diesels of the South	$20.95
L&N Diesel Locomotives	$21.75
New Haven Railroad in the Streamline Era	$28.50
Nickel Plate Passenger Service - Postwar Years	$21.75
Western Pacific Locomotives and Cars	$20.95

WITHERS PUBLISHING

Conrail - The Final Years	$39.50
Diesels of the Southern Rwy 1939-1982	$52.95
Union Pacific Locomotive Directory 1998	$16.95

New Videos

BIG E PRODUCTIONS

BNSF on Marias Pass	$29.95
Conrail in the Berkshires	$27.95
Midwest Regionals-DME, IAIS, CCP, TP&W	$31.95

CATENARY VIDEO PRODUCTIONS

Southern Pacific Shasta Route - Vols 1 & 2, ea	$29.95

CHARLES SMILEY PRESENTS

Donner Pass Thunder	$23.95

CLEAR BLOCK PRODUCTIONS

Kansas City Southern - Vols 1 & 2	call
Vignettes of the Lehigh Valley, Vols 1 & 2	call

G. TRAIN VIDEO PRODUCTIONS

CN - Autumn on the York and Kingston Subs	$31.95
NS - Kenova and Pocahontas Subs	$31.95

GOODHEART PRODUCTIONS

Hooters on the Blue Ridge	$23.50

GREEN FROG PRODUCTIONS

Early Diesels	$23.50
Passenger Trains of the 60's - Vols 1 and 2, ea	$13.95
Passenger Trains of the 60's - Vol 3	$16.95
Special: **all 3 Psgr Trains of the 60's**	$42.50
The RoadRailers	$12.95

HERRON RAIL VIDEOS

Rails West and Prairie Rails	call

HIGHBALL PRODUCTIONS

Along the Feather River	$28.50
Beyond Hope-Along the Thompson/Fraser Rivers	$28.50
British Columbia Railway	$28.50
Marias Pass	$28.50

MARK 1 VIDEO

Summer Steam Spectacular - Vols 1 and 2	call

MIDWEST VIDEO

Belt Lines: EJ&E-IHB-B&OCT	$23.95

PENTREX

From Sea to Sky - BCR Cab Ride	$22.50
Steam to Squamish (BCR)	$15.50
Tribute to Tennessee Pass	$22.50

PLETS EXPRESS

Soo Line 1003	$31.95
Wisconsin & Southern	$31.95

RAIL INNOVATIONS

Prairie Rails (CN and CP in the Prairies)	$23.95

SPINNAKER PRESENTATIONS

Railroading Hot Spots: Northern California	$16.95
Railroading Hot Spots: Southern California	$16.95
Santa Fe Warbonnets Through Raton Pass	$16.95
Tennessee Pass - Vols 1 and 2, each	$16.95
The Return of Stampede Pass (BNSF)	$16.95
The Royal Gorge Route	$16.95

SUNDAY RIVER PRODUCTIONS

Otto Perry's Rio Grande Articulateds - Vols 1 & 2	call

TRAINS MAGAZINE

On Location - Feather River Canyon	$22.95

GREEN FROG PRODUCTIONS **(continued)**

Santa Fe Odyssey - Vols 1 & 2 (2 tape sets), ea	$49 95
Santa Fe Odyssey - Vol 3 (2 tape set)	$40.50
Union Pacific Super Railroad - Vols 1 & 2, each	$31.00
Union Pacific Super Railroad - Vol 3	$14.50
Union Pacific Super Railroad - Vol 4 (OSL)	$23.50
Union Pacific Super Railroad - Vol 5	$14 50
Union Pac. Odyssey-Vols 1 & 2 (2 tape sets), ea	$49.95

GREG SCHOLL VIDEO PRODUCTIONS

America By Rail - Route of the Southwest Chief	$19.95
America By Rail - The Heartland	$19.95
America By Rail - The West Coast	$19.95
America By Rail - Winter Wonderland	$19.95
Tennessee Pass & The Royal Gorge Route	$23.95

HIGHBALL PRODUCTIONS

East Broad Top Fall Spectacular 1996	$23.50
Highball Along the Columbia (2 tape set)	$39.50
Highball Over Tehachapi	$23.95
KCS and Kudzu (KCS east/west line)	$23.50
New England Central	$23.95
Sherman Hill (UP)	$23.95
Stacks & Semaphores (SP in New Mexico)	$23.50
The Pokey (Norfolk Southern)	$28.50
Union Pacific's Salt Lake Route	$27.50
Winter on Tennessee Pass .. (SP/UP)	$28.50
Winter on Kicking Horse Pass (CP Rail)	$23.50
Winter on Montana Rail Link	$28.50
Wisconsin Central	$28.50

ICON VIDEO PRODUCTIONS

Donner Pass - Granite Series Vol 1	$12.95
Feather River Canyon - Granite Series Vol 2	$12.95
Shasta Route - Granite Series Vol 3	$12.95
Southern Pacific's Coast Line	$17.95
Western Pacific Feather River Canyon	$22.95
Yesterday's Santa Fe (1960s/1970s)	$22.95

MIDWEST VIDEO PRODUCTIONS

BRC East End and BRC West End, each	$23.95
Conrail - Vol 1 (Chicago to Elkhart)	$23.95
Motive Power on the Belt Rwy of Chicago	$23.95
Norfolk Southern - Vol 1 (Chicago to Ft. Wayne)	$23.95
River Crossings	$19.00
Tower Junctions (Chicago area)	$19.00
UP/C&NW Geneva Sub - Vols 1 and 3, each	$23.95
UP/C&NW Geneva Sub - Vol 3	$23.95

PENTREX

Burlington Northern's Funnel	$16.95
Classic Chicago Railroading	$15.50
East Broad Top	$23.50
Steam Over Tennessee Pass	$22.50
Tracks Ahead, Vols 1 to 4, each	$18.50
Union Pacific's Marysville Sub, Vols 1 & 2, ea	$22.50
Special: **both Marysville Sub tapes**	$43.50

PLETS EXPRESS

BN's Mississippi River Route	$38.95
C&NW in Northwest Wisconsin	$38.95
Chicago Central - The Last Days	$31.95
Dakota, Minnesota & Eastern	$31.95
Duluth, Winnipeg & Pacific	$31.95

RAIL INNOVATIONS

Algoma Central Railway	$23.95
Algoma Central Railway Tour Trains	$16.95
CP Rail's Big Alcos	$16.95
Tracks of the Black Bear (Algoma Central)	$23.95

RAILWAY PRODUCTIONS

BNSF Stevens Pass	$23.95

REVELATION AUDIO-VISUALS

Mid-America at Mid-Century	$23.95
Mexican Trilogy:	
Hundred Year Dream - The Chihuahua Pacific	$23.95
Seaside Alco-Southern Pacific of Mexico	$23.95
Desert FT-Sonora Baja California Railway	$23.95
Special: **all three Mexican tapes**	$59.00

TRAINS MAGAZINE

On Location - Amtrak's Northeast Corridor	$22.95
On Location - Appalachian Conquest	$22.95
On Location - BN's Chicago Racetrack	$22.95
On Location - Cajon Pass	$22.95
On Location - Cascade Crossing	$22.95
On Location - Conrail's Chicago Gateway	$22.95
On Location - Heart of the Wisconsin Central	$22.95
On Location - Horseshoe Curve	$22.95
On Location - Rails Around the Bay Area	$22.95
On Location - Sand Patch	$22.95
On Location - Stevens Pass	$22.95
On Location - Tehachapi	$22.95
Today's EMD Diesels	$15.50

POSTAGE AND HANDLING: United States: $4.00 per order (No charge for orders over $100.00 when shipped at one time to a single address.) **Canadian and International: $5.00 for first item and $2.00 for each additional item** when shipped to a single address.

600 Video and Book Titles In Stock. Write or call (303) 456-4564 for Free List!

Colorado Residents add 7.50% Sales Tax

U.S. and Canadian Credit Card Holders Order Toll Free

1-800-344-1106

• MasterCard
• Visa
• Discover
• American Express

Office hours: Mon-Sat 8 a.m. to 6 p.m.; Sun 1 p.m. to 6 p.m. MOUNTAIN TIME

2-19-98

Order Now from:

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

24-Hour Fax: (303) 456-2049
Information: (303) 456-4564
Email: FP45@AOL.com

May 16, Armed Forces Day Excursion from Steamtown to Tobyhanna Army Depot.
May 23-25, Memorial Day celebration with modern and historic military equipment.
September 5-7, Rail Expo '98 with state-of-the-art equipment visiting the park. More details to follow.

MILWAUKEE ROAD 261 will be running on the following days. For ticket information on the public excursions contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

May 16-17, public trips over the Twin Cities & Western from Hopkins, Minn., to Olivia featuring multiple photo runbys; **June 23,** *deadhead* from Minneapolis to Neenah, Wisc., via Wisconsin Central; **June 24,** *deadhead* from Neenah to Chicago via WC; **June 27-28,** public excursion from Chicago to Galesburg, Ill., and return each day for Galesburg Railroad Days via BNSF; **June 30,** *deadhead* from Chicago to Green Bay, Wisc., via WC; **July 4-5,** short public trips over Wisconsin Central for the Americas Festival; **July 7,** *deadhead* from Green Bay to Minneapolis via WC; **September 5-7,** on display at Topeka (Kansas) Railroad Days; **September 11,** public excursion from Kansas City, Mo., to Lincoln, Neb., one way; **September 12,** public excursion from Lincoln, Neb., to Souix City, Iowa, one way; **September 13,** public excursion from Souix City, Iowa, to Minneapolis, one way.

DANBURY, CONNECTICUT, May 16-17. Spring Show at Danbury Railroad Museum with train rides, equipment displays, Saturday night photo session and more. Train to event leaves Grand Central Terminal, New York, at 8:45am, returns via Beacon Line at 6:15pm. Show admission $3, train trip (includes show) $39 ($35 before April 19). Tickets and information from Danbury Railroad Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337.

JEWETT, OHIO, May 17. *Dresden Village Express* steam-powered trip sponsored by the Mahoning Valley Railroad Heritage Association and the Ohio Central Railroad. Trip departs Jewett 8:30am. Three-hour layover in Dresden. Fare $39.95 per person (checks payable to "MVRHA") from Steam Train Trip, P.O. Box 3055, Youngstown, OH 44511; MC/Visa users can call 800/571-1199.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following trips. Call or write for a complete catalog.
May 17, McCloud Railfan Day using Alco 2-6-2 No.25.
September 17-20, White Pass & Yukon spectacular with charter steam and diesel with passenger, freight and mixed consists.
September 28-29, Cumbres & Toltec Scenic fall colors spectacular with double-headed 2-8-2s.
October 3-4, Nevada Northern spectacular with passenger, freight and mixed consists behind 4-6-0 No.40 and 2-8-0 No.93.

BLANDON, PENNSYLVANIA, May 23. PicnicRail '98 sponsored by the Anthracite Railway Historical Society, Conrail Historical Society, Schuylkill Valley Model Railroad Club and the Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Afternoon videos and photography seminar, hot buffet served at 5pm, evening slide show by R&R editor Steve Barry, all along Conrail's former-Reading main line. Tickets $9, kids 3-12 $4.50 from HMRHS, c/o. Phil Reppert, 17 Adele Avenue, Blandon, PA 19510.

WASHINGTON, D.C., May 23-25. Travel to Boston onboard 1930s Pullman Dover Harbor. Fare $529 includes tickets to Boston Pops concert and two nights in a Boston hotel. Information from Henry Bielstein, Ticket Agent, Washington D.C. Chapter NRHS, 13425 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592; www.us.net/dcnrhs/.

CHESTER, MASSACHUSETTS, May 30. Chester on Track sponsored by the Chester Foundation, 9am-4pm. Conrail, Amtrak, live steam displays, granite works tours, more. Free admission. Information from The Chester Foundation, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

LOWELL, MASSACHUSETTS, June 5-6. Boston Trolley Meet sponsored by Boston Chapter NRHS at the Doubletree Hotel, 50 Warren Street, Friday 7pm-10pm, Saturday 9am-4:30pm. Admission $8 for both days, kids under 16 and spouses free. Information from Kevin Farrell, Boston Chapter NRHS, P.O. Box 252 Newtown Station, Boston, MA 02258; 978/663-6239 7pm-9:30pm; kevin-t@ici.net.

SOUTHERN PACIFIC 4449 is tentatively scheduled to power the following excursions. More details to follow:
June 6-7, Portland to Wishram, Wash., round trip each day.
June 13-14, Portland to Bend, Ore., two-day trip.

ANGELICA, NEW YORK, June 7. Dedication of Pittsburg, Shawmut & Northern private car *The Clara* at the Allegeny Fairgrounds by the PS&NRR Historical Society. All-day event begins at 9am, dedication at 1pm. Information from William L. Reddy, P.O. Box 117, Castile, NY 14427-0117.

DELTA, PENNSYLVANIA, June 7, 14, 21 and 28. 23rd Annual Ma&Pa Railroad Month at the Old Line Museum, 602 Main Street, featuring photos, drawings, memorabilia and models of the Maryland & Pennsylvania. Admission free, donations appreciated. Information from J.E. Murphy, P.O. Box 9706, Baldwin, MD 21013-0706; 410/592-7491.

WHITE PASS & YUKON ROUTE (P.O. Box 435, Skagway, AK 99840) will operate steam excursions between Skagway, Alaska, and Bennett, British Columbia, 80 miles round trip. Fare is $156 adults, $78 children and includes lunch. Dates are June 13 & 27, July 11 & 25 and August 8 & 22. For a brochure or reservations call 800/343-7373.

CLINTON CORNERS, NEW YORK, July 4-September 13. Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information: 914/266-5494.

SYRACUSE, NEW YORK, July 6-12. National Railway Historical Society annual convention. Scheduled activities include **July 6,** Diesel powered excursion from Syracuse to Steamtown one-way, night photo session; **July 7,** Steamtown including excursion with runbys, behind-the-scenes tours, rail return to Syracuse; **July 8** Tioga Scenic Railway or O&W bus tour; **July 9** Mohawk, Adirondack & Northern and Adirondack Scenic Railroad from Utica to Old Forge; **July 10** RDC trip over NYS&W's "Ontrack" service, railroadiana show, seminars and banquet with Walter Rich of NYS&W as speaker; **July 11** NYS&W excursion from Syracuse to Binghamton with Chinese 2-8-2 142, night photo session; **July 12** Finger Lakes Railway excursion over ex-NYC Auburn Branch with two E8s. Information from Central New York Chapter NRHS, P.O. Box 229, Marcellus, NY 13108.

DENVER, COLORADO, July 18. Union Pacific 844 will power its only public excursion of 1998 on the Denver *Post* special to Cheyenne Frontier Days. More details to follow.

RINGOES, NEW JERSEY, July 18-19. Railroad Days '98 with photo opportunities, displays, evening train ride to Lambertville, more. Admission and parking are free. Information from BR&W, P.O. Box 200, Ringoes, NJ 08551.

BOSTON, MASSACHUSETTS, July 19-August 3. Down East Adventure & Maritime Explorer rail excursion to Labrador over Amtrak, VIA and the Quebec, North Shore & Labrador. Ticket prices from $2300 to $3000 depending on occupancy choice. Fare covers over 1000 miles of track, 34 meals and all admissions. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

WILMINGTON, DELAWARE, July 25. 7th Annual Rail to the Fair excursion to Harrington and Frankford, Del., over Conrail's Delmarva Secondary using Amtrak equipment. Train departs Philadelphia 9am, Wilmington 9.43am, with additional boarding locations. Ticket prices range from $22.50 (Harrington-Frankford) to $67.50 (Philadelphia-Frankford). For complete fares and additional boarding locations contact Christie Hoffman, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412.

NEWARK VALLEY, NEW YORK, July 25. Depot Days Festival with train rides, train and craft vendors, fireworks and more. Information from Historical Society, P.O. Box 222, Newark Valley, NY 13811; 607/642-9516.

ROCKY MOUNTAIN RAILROAD CLUB will celebrate its 60th year of rail excursions with a two-day "Photographer's Freight Train" on the Cumbres & Toltec Scenic Railroad on July 25-26. Authentically lettered locomotives, multiple photo runbys. For details contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

CINCINNATI, OHIO, August 8. "Summerail at CUT" at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide presentations, railroad show & sale, tours of Tower A. Scheduled presenters include Terry Chicwak, Mark Demaline, Dave DeVault, Kevin EuDaly, Ron Flanary, Steve Forrest, Jeff Gast, David Jakublec, Steve Patterson, Mark Perri, Mike Schafer and Tom Seiler. Tickets $12 with checks payable to Cincinnati Railroad Club and mail to Summerail 1998, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513-651-RAIL.

BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

TEMPLE, TEXAS, September 19-20. Annual Texas Train Festival sponsored by the Railroad & Pioneer Museum.

★ A NEW VIDEO RELEASE FROM PLETS EXPRESS! ★

SOO LINE
1003
"A Steamin' First Season"
APPROXIMATELY 90 MINUTES
COLOR • LIVE AUDIO & NARRATION

★ Fall of 1996 Break in Runs on NSSR.
★ The 1003 on the Duluth to Two Harbor's tourist train over NorthShore Scenic Railroad
★ The 2-8-2 #1003 shuttle across Wisconsin which includes some freight runs with a caboose
★ Osceola to New Richmond Passenger trip over the St. Croix River High Bridge
★ The 1003 Doubleheader with Northern Pacific 4-6-0 #328 on the Soo's Dreser Line
★ SOO Line 1997 Historical Society Convention Train out of Chippewa Falls, Wisconsin
★ Plus a few SOO, WC and DM&IR Trains

PLETS EXPRESS
(715) 833-8899
P.O. BOX 217 • ALTOONA, WI 54720

SPECIAL INTRODUCTORY OFFER!
Only $33.95 Reg. 38.95
Expires 4/30/98
WI Residents Add 5% Sales Tax
PLUS SHIPPING & HANDLING: USA $4 / Canada $5

CATENARY VIDEO PRODUCTIONS

Southern Pacific's
SHASTA ROUTE
c1950
"AN HISTORICAL MASTERPIECE!"
"Absolutely Fabulous!"
"An Incredible Record!"
"Brings the past to life!"
A Classic Retrospective
"Captures The Essence Of The Era"
Volume One: Mostly California
Volume Two: Mostly Oregon
Each Tape is 70 Minutes
Only $35 ea, $70 for both

Catenary Video Productions
Toll Free: 800-343-5540 FAX: 201-652-1973
Mail: 22-D Hollywood Ave. Ho-Ho-Kus, NJ 07423
Please enclose $4 S&H first tape; $ 1ea. add'l
Calif. Residents add 8.25 % Tax
VISA & Mastercard Accepted

Most prices are good thru cover month or until our original supply is exhausted whichever comes first. Prices are subject to change without notice

"BEST PRICES"

Fast Service • Satisfaction Guaranteed • Compare & Save

BOOKS • VIDEOS • WEARABLES • COLLECTABLES

"WE WILL NOT BE UNDERSOLD!"

SAVE EVEN MORE... DON'T MISS OUR DOUBLE DIAMOND ◆◆ SUPER SAVER SPECIALS!

BOOKS

20th Century Limited, 128-103 ..... 19.25
Alabama Railroads, 250-1 ..... 34.82
American Narrow Gauge, 107-126 ..... 33.85
Amer. RR'D Frequencies, 14th Ed., 131-01079 ..... 13.95
Argent Lumber-Last of Swamprats (PFM), 120-015 ..... 29.25
AT&SF Color Guide Frt/Pass. Equip, 106-152 ..... 35.95
ATSF Coast Line Depots, Valley Div, V2, 102-11238 95
B&O Color Gde Frt/Pass Eq 106-164 ..... 35.95
B&O Sand Patch - Clash of Titans, 132-100 ..... 39.75
B&O V1 & V2, (EA), 110 ..... 33.50
Beauty of Railroad Bridges, 107-122 ..... 33.85
Berkshire & TX Type, 128-009 B Less D.J. 16.95
BN: Coal Country Trackside Guide, 175-106 ..... 21.75
BNSF 1994 & 1995 Annals, 121 ..... EA 33.95
BNSF 1996 Annual, 175-111 GXP 35.95
BNSF 1996 Motive P'wr Annual-FWW, 121-029 ..... 33.95
Boston & Albany, V1, 164-102 ..... 38.95
Boston & Maine in Color, 106-181 ..... 35.83
British Columbia Railway, 204-101 ..... 56.95
Burlington Northern into the 90's, 121-013 ..... 34.95
Burlington Route, V1 (FWW), 121-010 ..... 34.95
By the EL, 140-118 ..... 29.50
C&NW in Color, 106-188 ..... 35.83
C&NW Rw'y Photo Archive 1973-96, 242-RR003 ..... 24.95
C&O Coal in Color, 168-114 ..... 30.95
C&O Diesel Locomotives, 168-102 ..... 26.75
C&O Dining Car Recipe Book, 168-104 ..... 14.95
C&O is the Coal Fields, 168-112 ..... 19.50
C&O Steamliners, 2nd to None, 168-101 ..... 24.95
CB&Q in Color, V2, 106-186 ..... 35.83
Cabooses of the Missouri Pac. RR'D, 239-101 ..... 58.73
CF7 Locos: From Cisborne/Erreyrbers, 247-1 ..... ◆◆19.75
Chasing Trains - R. Richardson, 148-129 ..... 40.50
Chicago Great Western in Col., 106-177 ..... 35.83
Chicago, St. Paul, Minn & Omaha RR'd,242-RR001 ..... 24.95
Chili Line & Santa Fe-City Diff., 148-105 ..... 35.75
Cl'ss Frt. Cars, V3 (Iss. box & ref.), 140-119 ..... 19.50
C-Liners-FM Line of Consol Locos, 119-116 ..... 16.75
Colorful Look at C&NW, 157-124 ..... 17.95
Cirtel Look at Conrail's SD40's & SD40-2's, 157-129 ..... 14.95
Colo. & So.-Southern Div. (FWW), 121-020 ..... 34.95
Colorado Midland Rwy, 148-134 ..... 41.25
Confessions of a Train Watcher, 131-01081 ..... 31.50
Conrail Commodities, 172-101 ..... 36.75
CRM Annual '96-West. Rail Hist., 108-22 ..... 30.95
Diesel Locos-The First 50 Years, 131-01054 ..... 20.75
Diesels of the Calcago & NW, 119-110 ..... 43.25
Dinner is Served, 107-128 ..... 29.50
Donner Pass-Signor, 107-131 ..... 41.95
Durango-Always A RR'd Town, 148-106 ..... 35.95
EMD SD60, 119-115 ..... 24.95
Erie Lackawanna, V 1-4, 106 ..... EA 34.95
Fairbanks Morses's Train Master, 119-121 ..... 22.50
Feather River Cyn-UP, 109-8925 ..... 36.75
Ft Worth & Denver Color Pict, 121-026 ..... 34.95
GE's DASH 8-40C.CW/CM (Withers), 119-106 ..... 18.50
Ghost Trains & Depots of Georgia, 207-101 ..... 52.95
GN Freight Equip, BK1&2, 121 ..... EA 35.95
GN Color Pictorial V1-V4 (EA), 121 ..... 34.95
Gotham Turnstiles, 140-122 ..... 28.95
Great Northern Rwy 1945-70, 242-GN001 ..... 24.95
Gulf, Mobile & Ohio Color Pict., 121-027 ..... 34.95
Heart of the PA RRd, 131-01071 ..... 14.50
In Search of Steam Donkeys, 223-101NC 46.95
Insull-Chicago Interurbans-In Color, 106-167 ..... 35.83
Lionel Inspiration, 106-189 ..... 35.83
Manhattan Gateway, 131-01057 ..... 32.95
Metrolink Commuter Train System, 107-125 ..... 13.95
Milwaukee RR In It's Hometown, 131-01080 ..... 14.75
Milwaukee Road 1850-1960, 242-MR001 ..... 24.95
Mil. Rd. in Col., Under Wires, 106-171 ..... 35.83
Mil. Rd in Color V1&2, 106-157 ..... 35.83
Milwaukee Rd, V3, 106-190 ..... 35.83
Missouri Pacific Diesel Power, 168-101 ..... 44.50
Montana Rail Link-Main St. of S. West, 191-110 ..... 26.95
Mont. Marii Pass: 88 Milepass/BNSF 6de,175-109 19.75
My Western Pacific, 245 ..... S/C 23.95 H/C 35.95
N&W in Color, V1, 106-179 ..... 35.83
N&W in the Appalachians, 131-01083 ..... 14.75
Nickle Plate RD Official Photo, V1, 128-127 ..... 20.50
N&W Diesels-Last Conquest, 128-134 ..... 12.95
New Haven Power, 142-108 ..... 61.95
N.J. Transit, 103-104 ..... 23.95
Norfolk Southern Diesel Locomotives, 128-123 ..... 15.95
Northwests Own Rwy-SP&S, V2, 145-102 GRANDE 67.50
NP Color Pictorial, V1-2 (FWW), 121-000 ..... EA 34.95
NYC Diesel Locomotives, 128-118 ..... 22.95
NYC in the Hudson Valley, 131-01061 ..... 14.95
NYC Later Pwr 1910-1968, 142-109 ..... 54.95
NYC Light Weight Pass. Cars, 128-131 ..... 23.25
NYC Trains of the Future, 128-130 ..... 19.95
NY Ontario & Western Diesel Age, 111-112 ..... 21.75
Pac/ Elec.-Big Red Cars, 106-181 ..... 35.83
Penney Power-Steafer, 142-118 ..... 43.95

RECENT NEW BOOKS

BNSF & MRL Loco Directory 1997, 175-113 ..... 20.95
C&O Freight Cars, Hop/Gons, V1, 168-118 ..... ◆◆22.95
Cabins Crummies & Hacks, V5, 140-121 ..... 28.95
Classic Diesels of the South, 128-129 ..... 21.95
Classic Freight Cars, V10, Work Trains, 140-128 ..... 22.95
Diesels of So. Rwy 1939-82, 119-114 ..... 49.95
Hidden Treasures, 223-104 ..... 36.84
NG Pictorial, Lace of D&RGW, Vol XI, 130-113 ..... 28.40
NKP Road Pass Serv.-P. War Yrs., 128-135 ..... 21.95
Railroads of the Ohio Valley 1947-60, V2, 172-104 ..... 20.95
Walt Disney RR'D Story, 109-8925 ..... 46.92
Yellowstone Branch of Union Pacific, 249-100 ..... 17.95

RECENT NEW VIDEOS

BC Rails North End, 246-14 ..... 25.95
BNSF South of La Cross, WI, 246-04 ..... 25.95
Classic Chicago Railroading, 100-FFS02 ..... 15.25
Conrail & UP Around St. Elmo, IL, 246-12 ..... 29.95
CP Around Kicking Horse Pass, 246-15 ..... 29.95
East Broad Top, 100-ETOP 23.75
Mid-America at Mid-Century, 211-124 ..... 23.50
MRL in the Rockies, 246--16 ..... 29.95
Steam Over Tennessee Pass, 100-SOTP 23.75
Today's EMD Diesels, 131-15037V 14.95
UP Steam Across Rockies, 225-VV33 ..... 17.95
Winter on Kicking Horse Pass, 184-KICK 23.75
Winter on Tennessee Pass, 184-123 ..... 27.95
Winter on the MRL, 184-MRLW 28.75

"NEW" 1997-98 Edition V7 STK# 178-104
The Official "Locomotive Rosters & News"
Late 1997 Data with New 1998 Orders
All Major Systems Plus Roster
List $22.95 **Ours Only $14.95**

BNSF's Stevens Pass, 229-RWG128 ..... 23.75
Burlington Nothern's Funnel, 100-FUNNEL 15.75
Cars & Mower Logging Railroads, 129-53120 ..... 22.25
CC&P-The Last Days, 134-119 ..... 31.50
Conrail & GTW at So. Bend, IN., 246-11 ..... 45.95
Conrail Middle Division-Alt.-NW'SBG, 129-53126 28.75
CR's Ch'go Line-Buffalo to Berea, V3, 184-121 ..... 27.25
CSX Jacksonville to Plant City, V7, 129-53139 ..... 23.75
CSX V1-V6, 129-0 ..... EA 28.75
EBT Fall Spectacular 1996, 184-125 ..... 23.25
Escanaba & Lake Superior, 134-118 ..... 31.50
Feather River Cyn E-S's, 100-FRES 15.95
Garden Railway Dreamin', V1-5, 225 ..... EA 21.95
Grand Canyon Railway, 193-GK307 ..... 18.95
Grand Canyon-Weekend of Steam, 225-VV29 ..... 17.95
Geared Triple Header, 225-VV22 ..... 21.95
Hi'ball Al's the Columbia, V1&2, 184-116 (Set) 38.75
Highball Down the Yazoo, 184-115 ..... 22.25
Highball Over Silver Zone, 184-117 ..... 27.25
Illinois Central, V1&2 (Shrs), 100-ICSPEC 37.75
Into Allegheny Range, V4 (2 tapes), 100-AM4 ..... 28.25
Milwaukee Road, V1- 3 (EA), 100-MILW1 ..... 14.95
Milwaukee Road ..... 3 Vol Set 37.75
Mount Rainier, 100-RAINIER 14.75
NS & IC at Tolono, Ill, 246-03 ..... 29.95
NS-Atlanta to Chattanooga, 129-53124 ..... 28.75
N'U Parks/West by Train (2 videos), 193-GN077 ..... 24.95
NYC Odyssey, V1-2 (EA) (2 tape set), 129-000 ..... 54.95
Penn Central-2 Tape Set, 129-53128 ..... 34.95
Ohio Central-Buckeye Rte, 211-123 ..... 19.95
On Location, All Videos 131-000 ..... EA 21.25
On Loc. Sandpatch Thru Alleg., 131-15035V 22.50
Pass Tr'as of the 60's, V1-3, 129-00 (SET) 39.75
Railfanning S. Cal. in the 50's, 100-SOCALRR 28.75
RGS/The DRGW, 129-53127R 24.97
Rocky Mountaineer, 211-119 ..... 23.50
Salute to the 500 Line, 134-115 ..... 37.95
Stacks & Saxophones, 184-122 ..... 23.25
Steam Driven Man, 100-CHAD 15.75
Steam Giants Across America, 129-53131 ..... 26.50
Steam-Power Sawmill, 248-1 ..... 27.95
Steam Trains Still Running, 229-WF2001 ..... 14.51
Sunrise/Sunset-UP's Gibben's Jct., 100-MVSGJ 15.25
Today's Vintage Twin Ports, 134-118 ..... 31.50
Tower 55, 100-T55 ..... 14.75
Tracks Ahead, V1-4, 100 ..... EA 18.25
Train Mountain Museum, 129-53136 ..... 15.25
Trains of Northern N. Eng., 246-05 ..... 35.95
Trains of the Rathole, 246-07 ..... 29.95
Train Wrecks, Crashes & Disasters, 129-WV040 ..... 24.95
UP 844-Back on the Tracks, 225-VV28 ..... 17.95
UP's Marysville Sub, V1 & 2, 100-MVS12 ..... Set 39.95
UP Stm-844 & 3985 on the Ohio, 225-VV27 ..... 17.95
UP Super RR'D-Oregon Short Line, V4, 129-53137?22.95
UP-Super Railroad, V1-2, 129-0 ..... EA 28.25
UP-Super Railroad, V3&5, 129-53132 ..... EA 14.25
UP Odyssey, V1 & V2 (EA) 2 tape set, 129-0 ..... 51.95
White Pass & Yukon Route, 154-101 ..... 26.95
Wisconsin & Southern, 134-120 ..... 31.63
Wisconsin Central, 184-114 ..... 27.95
Wisconsin Central 1997, 246-13 ..... 31.95
World's Fastest Trains, 193-GN055 ..... 18.95

ALLEN KELLER VIDEOS

Vol 1-27 (each), 099-001-027 ..... 30.95
All Items Are Limited to Supply on Hand!

T T. California Reg. #8, 105-WCAB ..... ★★12.50
T T. Inter M'tn Reg. #2, 105-102 ..... ★★10.75
T T. Pacific NW Reg. #4, 105-104 ..... ★★11.75
T T. Rocky M'tn Reg. #4, 105-WRM4 NEW ★★11.75
T T. SW Reg. #3, 105-101 ..... ★★11.75

Spokane, Portland & Seattle, 120-023 PFM 58.95
Stampede & Steven's Passes-Guide, 175-112 ..... 20.95
Tacoma By Trolly, 120-022 ..... 29.50
Tehachapi (Schmellinger), 115-103 ..... 35.95
The "L" - Chicago Rapid Trns. Sys., 147-B-121 ..... 43.75
They Felled the Redwoods, 237-102 ..... 24.95
Thunder in the Mountains, 237-101 ..... 24.95
Union Pacific Switchers, 119-119 ..... 18.00
U-Boats - McDonnell, 115-105 ..... 38.95
UP -The Salt Lake Route, 115-117 ..... 46.95
U.S. Military Railway Serv., 115-102 ..... 24.75
West. MD Diesel Locomotives, 128-132 ..... 18.50
WisCent. Ltd '97-96 Photo Arch., 242-RR004 ..... 24.95
Wis Cent.: RR'D Success Story, 131-01069 ..... 34.95
Wrecks, Accidents & Collisions, 112-101 ..... 27.95

VIDEOS

4960 St'm Star of Grand Cy'n Rwy, 167-128 ..... 23.50
Alliance, Ohio-Conrail Hot Spot, 246-08 ..... 31.95
Along the Pocahontas District, 100-POKEY 22.25
BC Rail, 184-BCRL 28.50
Best of Passenger Trains-East, 129-53138 ..... 23.75
Birth of a Viewliner, 211-105 ..... 23.50
BN's Mississippi River route, 134-117 ..... 27.95

GREENBURG BOOKS—NOW 20% OFF LIST

NEW

DENVER & NEW ORLEANS
IN THE SHADOW OF THE ROCKIES
By James "Jim" Jones • 375 Photos • 375 Pages
Deluxe • Handbound • Detailed Railroad Maps • Fascinating Railroad Saga
List $35.00—**OURS $24.95 ◆◆** Stock# 146-138

NEWEST BOOKS

Allegheny-Lima's Finest, 205-102 ..... 35 97
B&O Passenger Service, V1&2 128 ..... EA 21 95
Black Gold & Black Diamonds, 138-102 ..... 38 95
Boston & Albany, V2, 164-103 ..... 38 95
Building New Rapid Transit NYC Circa 1915, 254-102 ..... 15 52
Canadian Pac Color Guide Frt/Pass Eq, 106-195 ..... 36 83
Chessie's Road, 168-121 ..... 28 95
Classic Steam Era, NP Pt3, 205-105 ..... ◆◆45 99
Colo Rail Annual #23 SF-Inter-Mtn, 108-23 ..... 36 95
Denver & New Orleans, 146-138 ..... ◆◆34 95
Diesels to Park Ave 251-1 ..... Due Fe '98 TBA
Domeliners, 131-01076 (Due Feb) 33 95
East of Hudson Trackside, 106-193 ..... 36 95
Interborough Fleet, 254-101 ..... 30.07
Iron Rails to Alaskan Copper, 252-1 ..... 21.95
L&N Diesel Locos, 128-137 ..... 21.75
Lackawanna-Sup/Pwr RR of NE, 128-138 ..... 19.95
Moffat!, 191-111 ..... 33.52
MRL 10th Anniv. Rail-Fan Guide, 175-114 ..... 20.92
N&W's Shenandoah Valley Ln., 208-101 ..... 36.95
New Haven-Streamline Era, 128-141 ..... 27.95
NKP Diesel Locomotives, 128-140 ..... 22.95
NYC Trackside Pictorial, 106-192 ..... 35.83
Omaha Road, 205-104 ..... Pre-Pub Special ◆◆45.98
PA-ALCO's Glamour Girl, 121-030 ..... 35 50
Pacific Coast Co: Ships & NG Rails, 195-104 ..... 38.95
Pacific Coast Railway, 162-103 ..... 38 95
Penn Central Col. Guide Frt.Pass Equipment, 106-194 ..... 36.83
Powder River Coal Trains, 172-105 ..... 24.88
Railroad Atlas-Appalachia, V7, 169-107 ..... 22.00
Railroad History in Photos-Church/Pryor, 195-103 ..... 17.95
Railroads of Indiana, 255-101 ..... 38.95
RGS Story, V6, 145-137 ..... 52.95
Rolling Dreams, 256-101 ..... 32.50
Santa Fe Diesels, 1935-65 in Color, 236-103 ..... 45.95
Santa Fe Gateway/American West, V2, 107-129 ..... 44.25
Santa Fe Freight in Color, Gons, V2, 236-102 July 48.95
SP-Oregon Div, 205-103 ..... 47.75
Stations/Trains of Ark & SW, 166-106 ..... 24.92
Texas & Pacific Color Pictorial, 121-031 ..... 34.95
Trainmaster, 119-121 ..... 22.75
Triumph I, 132-105 ..... 51.95
Western Pacific Locos/Cars, 128-139 ..... 20.95
Whistles Blow No More, 237-104 ..... 25.95
Willamette Locomotives, 227-104 ..... 29 97

NEWEST VIDEOS

America by Rail, V4, 229-CV016 ..... 18.73
BC Rail Cab Ride, 100-BCRCAB 23.95
Big Boys on TV, 100-BBTV 24.75
BNSF-UP Puget Sound Joint Line 246-17 ..... 29.95
BNSF on Marias Pass, 246-18 ..... 29.95
Cheyenne St'm Tr'n-Inc'l Cab Ride, 225-V V34 ..... 15.95
CN on Yellowhead Pass, 246-20 ..... 29.95
Early Diesels, 129-56145 ..... 23.50
DRGW Bumble Bee #268, 129-53144 ..... 18.50
Garden Railway Dreamin', V6, 225-VV35 ..... ◆◆19.95
Great Train Stations of America, 100-STATIONS (PBS) 18.50
Marias Pass, 184-MARI 28.50
New York Underground, 100-NYU (PBS) 18.50
On Loc. Steven's Pass-BNSF-Cascades, 131-15036V 21.35
Sea to the Sky, 100-BCRCAB 23.95
Steam to Squamish, 100-BCRSQ 15.50
Super Trains, 100-SUPER 15.50
Thunder Under Heaven, 248-2 ..... 29.53
Tribute to Tenn. Pass,100-TRIBUTE 23.95
UP & BNSF at Rochelle, Illinois, 246-19 (2 tape set) 45.95
UP Super RR'D, V5, 129-53140 ..... 14.25
Workin' on the Coast Starlight, 100-WCS 16.95

SALE: TAKE 20% OFF OF SWEATS & JACKETS BELOW

SWEAT SHIRTS
ADULT S-XL/$18.95, XXL/$19.95
XXXL/$23.95.
KIDS $13.95
Allow 4-6 weeks on sweats & jackets

◆JACKETS
"Super Cotton" Baseball Style
Front of the Loom / Ash w/black sleeves
ADULT M-XL/$49.95, XXL/$52.95
Lined--Very Warm!

Sweats & Jackets are available in most "T" shirt designs

T-SHIRTS

We have over 50 T-shirt designs available. Send SASE for FREE Listing. All jackets, sweat shirts & T-shirts are **20% off list prices.** Allow 4-6 weeks delivery.

Kids–List $10.00
SALE PRICE $ 8.00★★
Adult S-XL–List $12.00
SALE PRICE $ 9.50★★
Adult XXL–List $13.00
SALE PRICE $10.25★★
Adult XXXL–List $14.00
SALE PRICE $11.25★★

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great bag!
Most Road Names–Call 12"x18", Multi-Pockets ...$32.95

COLLECTABLES

Railroad Hats Adjustable - Most Roads 5.00
Cloisonne Pins (Deluxe) Small & Large ..... 2.00 / 3.00

Many Other Assorted Items!

Include $5.75 Shipping/Handling for Wearables & Collectables.

★★ $15.00 MINIMUM ORDER PLEASE

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R
BREA, CA 92821

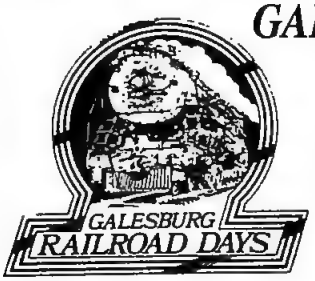
VISA MasterCard DISCOVER

Info & Other Matters 714/529-0436
VISA, M/C and DISCOVER
24 Hour Fax 714/529-6665
E-MAIL: WBYG55A@PRODIGY.NET
Firm Orders Only! 1-800-352-2923
Order Toll Free

Sale ends last day of cover month
Mail Orders Welcome:
SHIPPING/HANDLING FOR BOOKS & VIDEOS ONLY –$4.00 first item. Add $1.00 each additional item
SORRY NO C.O.D.S

SEND $3.00 & SASE FOR LATEST BOOK & VIDEO CATALOG
REFUNDABLE – FREE WITH ORDER

FOREIGN CUSTOMERS:
Our Special Sales Pricing is extended 30 days just for you! You must mention this in your order.
FOREIGN: $6.00 per book/tape, plus $3.00 per additional
California residents add 7.75% sales tax.
Rush deliveries available.
Prices are subject to change without notice
$15.00 Minimum Order



GALESBURG RAILROAD DAYS

June 27-28, 1998

Street Fair/Carnival
Model Train Show/Railroad Displays
Train Tours/Train Excursions
5 K Run • Showcase of Cars
Music, Food, Fun

Inquiries: **RAILROAD DAYS**
P.O. Box 749, Dept. RF, Galesburg, IL 61401
309-343-1194 Ext. 737

Colorado Railroad Museum

The Railroad Book Source

CALL US FIRST ! 800-365-6263

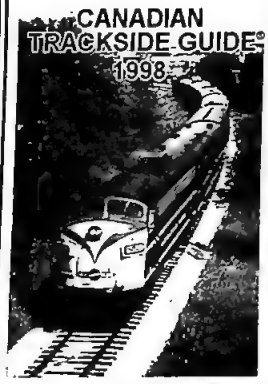
Best Selection of Railroad Books
We stock over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

Members receive discounts!
Call for information, and charge to your credit card, today!

Purchase from us and help to preserve railroad heritage!

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229



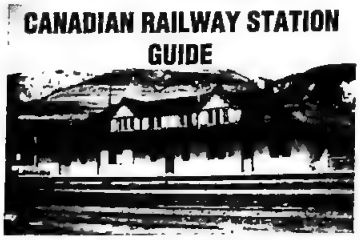
CANADIAN TRACKSIDE GUIDE® 1998

The ONLY comprehensive guide to Canadian railways, including U.S. based operations:

* Locomotives of Canadian National Railway, Canadian Pacific Railway, VIA Rail Canada, Regional and Shortline railways, plus all Industrial locomotives
* Urban Rail Transit * Passenger Cars * Cabooses
* Preserved Canadian Locomotives and Equipment
* Work Service Cars and other Non-revenue Equipment
* CN, CP and VIA train numbers and routings
* Passenger and Excursion train schedules
* Subdivision details for all railways: station names, mileposts, radio frequencies etc, plus complete divisional maps
* Complete AAR reporting marks

660 pages in 5½" x 8½" format
$21.50 US, $27.00 Nfld, NB and NS, $25.15 rest of Canada (all ppd, tax incl.)

NEW! Canadian Railway Station Guide



* A Province by Province inventory of all known stations regardless of present use: Passenger Stations, Museums, Residences, or simply left abandoned
* Diagrams of Architectural Features and Standard Station Designs, Photographs
* Cross Reference between original and current locations
* A handy companion to the Canadian Trackside Guide

300 pages in 8½" x 5½" format
$21.95 US, $27.55 Nfld, NB, and NS, $25.65 rest of Canada (all ppd, tax incl.)

Why not order both Guides?
$41.45 US, $51.55 Nfld, NB and NS, $47.80 in rest of Canada (all ppd, tax incl.)

Send Cheque or Money Order to:
BYTOWN RAILWAY SOCIETY, P.O. Box 141, Station A, Ottawa, ON K1N 8V1
(U.S. Orders in U.S. Funds please)

Craftsmen, music, Civil War reenactments, train robberies and more. Admission $1, under 6 free. Information: Railroad & Pioneer Museum, P.O. Box 5126, Temple, TX 76505.

INTERNATIONAL TOURS

NEW YORK RAILROAD ENTHUSIASTS, P.O. Box 040320, Staten Island, NY 10394 (e-mail NYRRE@JUNO.COM) is sponsoring a tour of **Holland and England,** April 27-May 7, 1998. Included is a Chunnel crossing, transit tours of The Hague, Amsterdam and London, rail museums, more. Price $1925, double occupancy. Write or e-mail for more details.

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Send a SASE for details.

China, four different departures
Hedjaz, Jordan and Syria, July 18-August 2. Steam trains on the former Hedjaz Railway
Australia Steam Extravaganza, August 1-24. Cairns, Brisbane, New South Wales.
Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following foreign trips. Call or write for a complete catalog.

Ecuador, August 8-16, 7 charter trains with steam and railcars.
South America, October 17-November 8, 21 charters in Chile, Argentina, Paraguay and Bolivia.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

April 4-5, Novi, Mich., Expo Center.
April 4-5, Wilmington, Mass., Shriners Auditorium ($6 adult).

SALEM, OREGON, April 4-5. Great Northwest Train Show & Swap Meet at the Jackman Long Building, Oregon State Fairgrounds, 2330 17th Street NE, Saturday 10am-5pm, Sunday 11am-4pm. Admission $5, kids under 12 free with adult. Information: Jim & Kathy Walburn, 623 South Jefferson Street, Albany, OR 97321-2951; 541/928-5243.

GLEN ELLYN, ILLINOIS, April 5. 17th Annual Chicagoland Railroad Collectibles Show at the College of DuPage, Athletic Building, South of 22nd Street and Park Blvd., 10am-3pm. Admission $3. Information: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631; 773/775-5623.

LONDON, ONTARIO, April 18. Forest City Railway Society's 24th Annual Slide Trade & Sale Day at Fanshawe College, Room B1071, 1460 Oxford Street East, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario, Canada N5X 2P7; 519/438-3330.

COLUMBUS, OHIO, April 18. Buckeye Railroadiana & Model Train Show at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $4, kids under 12 free. Information: Gordon D. Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

NEW BRAUNFELS, TEXAS, April 18. 11th Annual New Braunfels Railroad Jamboree sponsored by New Braunfels Historic Railroad & Modelers Society and the Bluebonnet Chapter NRHS at the New Braunfels Civic Center, 802 Seguin Avenue, 9am-5pm. Admission $5, kids $1. Information: Kermit R. Baese, 1285 Common Street, New Braunfels, TX 78130; 830/625-2656 9am-5pm.

PEORIA, ILLINOIS, April 19. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

HELENA, MONTANA, April 26. 18th Annual Helena Railroad Fair at the Civic Center, 9:30am-4pm. Admission $2, kids under 12 free. Information: Bob Solomon, P.O. Box 4914, Helena, MT 59604; 406/442-6118.

STRASBURG, PENNSYLVANIA, April 26. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, kids under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

WINSLOW, NEW JERSEY, May 3. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Adults $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

TIMONIUM, MARYLAND, May 3. Transpo '98 Baltimore Transportation Memorabilia Show & Sale at the Maryland State Fairgrounds, 10am-4pm. Admission $5, kids under 12 free. Mention RAILFAN & RAILROAD for $1 discount. Information: Transpo '98, P.O. Box 10372, Alexandria, VA 22310; 703/768-2990.

BELLEFONTAINE, OHIO, May 16. Model Railroad Flea Market sponsored by Big Four Railfans at the Four-H Building, Logan County Fairgrounds, 10am-4pm. Admission $1, kids under 12 free with adult. Information: Daniel E. Gilbert, P.O. Box 682, Bellefontaine, OH 43311; 937-593-1428.

JERSEY CITY, NEW JERSEY, May 17. Trans-Rail Expo sponsored by Communipaw Commemoratives and the N.J.

Help get Frisco 1522 running again!

When Frisco 4-8-2 No. 1522 suffered a mechanical breakdown on the eve of the 1997 touring season, a fear quickly spread across the rail enthusiast community, that the popular locomotive would never perform under steam again. But now there is good news to report. Thanks to the dedication of 1522's crew and mechanics, much of that fear has been allayed. But while the crew has pledged their time and sweat to bring 1522 back to top-notch form, they need **YOUR** help to purchase the necessary parts and supplies. Here's your chance to help rebuild 1522 and enjoy a great video at the same time.

Between now and Labor day, for every copy of ***1522 Mountain of the Ozarks*** purchased directly from Goodheart Productions, we will donate $10.00 to the St. Louis Steam Train Association for the repair of Frisco 1522.

Here's just a sampling of the gut-wrenching, full-bore action captured on this spectacular video during no less than 12 different trips . . . making this truly *the ultimate 1522 videotape*: ♥ 1988 Fond du Lac, Wis., to Chicago freight break-in run followed by August 12 and 13 first fan trips Chicago to Fond du Lac. ♥ 1990 NRHS trip St. Louis-Newberg, Mo., followed by doubleheading with UP 8444. ♥ October 1990 run St. Louis-Quad Cities. ♥ October 27, 1991 unpublicized test run St. Louis-Newberg. ♥ 1992 run from St. Louis to Springfield, Mo., on May 14 and to Coffeen, Ill., on June 27-28. ♥ June 5-6, 1993 trips to Centralia and Sesser, Ill., complemented by June 12 Galesburg-Yates City, Ill., special. ♥ Four-day run beginning on June 18, 1994 from St. Louis to the NRHS convention at Atlanta, Ga., including doubleheading with N&W 611. ♥ June 27 pure freight consist (no tool car) from Chattanooga to Birmingham, followed by ♥ June 28 and 29 deadhead return to St. Louis. ♥ August 31 and September 1 run St. Louis-Springfield-Topeka, Kan.

FRISCO
Since 1522 started running again in the late 80's, several video programs have been made. Each has been nice, but by far the best program is "1522 Mountain of the Ozarks." Now each time you buy "Mountain of the Ozarks," $10.00 will be donated to the 1522 Repair Fund.
Don Morice
Executive VP
Chief Operations Officer

GOODHEART Productions

GOODHEART PRODUCTIONS

P.O. Box 47131-R · Chicago, IL 60647

WRITE OR CALL FOR OUR FREE CATALOG

Order Phone **1-800-482-1522** MasterCard VISA

$29.95 plus $4.00 P&H

Illinois residents add 8.75% sales tax. Canadian orders add $1.00 extra for postage. International customers please add $10.00 per item.

State Park Service at the Central Railroad of New Jersey Station, Liberty State Park, 9am-5pm. Admission $6, kids under 12 $2. Information: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002-0831; 201/823-4983.

ALBUQUERQUE, NEW MEXICO, May 17. Albuquerque Railroad Fair sponsored by Golden Spike Enterprises, Inc., at the New Mexico State Fairgrounds, Manuel Lujan Exhibit Hall, 9am-5pm. Admission $4, kids under 12 free. Information: Bryan Moseley, P.O. Box 6583, Albuquerque, NM 87179-6583; 505/345-0657.

CORUNNA, MICHIGAN, May 17. Durand Union Station's 20th Annual Model Railroad Flea Market at the Shiawassee County Fair Grounds, 2900 East Hibbard Road, 11am-4pm. Admission $2. Information: Janet Elliott, 3106 Cherokee, Flint, MI 48507; 810/742-1954.

STROUDSBURG, PENNSYLVANIA, May 23. Spring Train Show sponsored by Pocono Mountains Chapter NRHS at the Stroudsburg High School, 1100 West Main Street, 9am-2pm. Admission $3.50, kids under 12 free. Information: Clayton Colefield, 696 Milford Road, East Stroudsburg, PA 18301; 888/421-6947.

FORT WORTH, TEXAS, May 24. Lone Star Train Fair sponsored by Golden Spike Enterprises, Inc., at the Will Rogers Memorial Center, Amon G. Carter Exhibit Hall, 10am-5pm. Admission $5, kids under 12 free. Information: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

CAMERA BAG

by JIM BOYD

Digital cameras

"DIGITAL" IS THE BUZZWORD of the 1990s. Tech magazines scream that the days of silver emulsions are over and bits and bytes and "1's" and "0's" will replace our beloved Kodachrome and Fujichrome. And suddenly you have in your hands a catalog full of digital cameras, with some that are less expensive than a good 35mm SLR. Has the future arrived? Are your precious transparencies already obsolete?

Well gang, stick a new tape in your venerable 8-track and mellow out. The future isn't quite that threatening yet. But it looks like it might be fun someday — and the same digital technology will make those color slides even more valuable and long-lived than you might expect.

But first, let's play with the tomorrow that's here today. Over the last year I've encountered a couple of digital cameras and had a chance to take pictures with them of my dive club activities. I haven't tried railfanning with one yet and feel no need to. Today's digital cameras serve a different purpose.

When I looked into my Mac Zone catalog, the digital cameras were listed under the category of "Scanners & Digital Input," and that says a lot about what we're dealing with. Today's digital cameras are essentially photo scanners that bypass the film-and-developing stage. The end product is a digital image that can be held in and used through a computer. For now, they are not a replacement for "real" photography except in their highest technology and most expensive applications — and I do mean expen$$$ive, because you need not only a camera and computer but a very high-end color printer to get photo-quality results in a hard copy (a picture you can hold in your hand). These scanner/printers are now showing up in camera shops and one-hour film processors to provide "instant" color prints that look and feel like traditional photographic prints but which are actually laser prints. The technology is there, and it works extremely well, but the cost is far out of reach of individual non-commercial photographers.

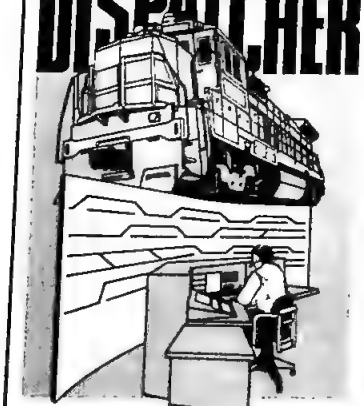
What the inexpensive digital cameras are good for is to capture images for use on computers and websites. They will snap a picture that can be immediately downloaded and used through your computer. Some of the photos I took were used very effectively on my dive club website as "instant" news items. They would make nice "snapshot" prints but lack the resolution that would be needed for magazine reproduction — which is why I backed them up with the Nikon and Fujichrome for each picture.

The most popular image format used on the internet is the "JPEG" at a 72 dots per inch resolution for viewing on a computer screen. This is not very sharp when compared to photo reproduction or even to magazine halftones that usually run about 276 d.p.i. The problem with sharpness is the memory file size required for a high-resolution image — and in computers and websites, big files mean very slow download time and even slower time to go through a printer. (Relax, I'm not about to start spouting pixels and bits and bytes — I'll leave that to the folks who need it and have a computer to play with and learn on.)

The advantage of a digital camera is that pictures can be easily duplicated and transmitted either over the net or in the form of computer disks. A friend with a Kodak digital camera photographed our recent dive rally and gave me copies of all his pictures on a half-dozen floppy disks. Another friend with a $350 Agfa ePhoto camera brought a CD-ROM disk to my computer, downloaded the "PhotoWise" program and then used that to download his camera directly into my computer. And he had the option to keep the images in the camera, as well, to take home for himself or to delete them from the camera to create new "blank" exposure frames. The camera would hold 36 exposures before needing to be downloaded.

The download process took about ten minutes, with the camera plugged into the modem port on my PowerMAC. The photos were then saved in a file I created for them on my hard drive (they could have also been

TRAIN DISPATCHER



NEW Version 2.0

Is it a railroad traffic control simulator or a computer game?

Announcing an all new version of Train Dispatcher with many new features and track territories including:

- NEC Washington DC to Philadelphia
- NEC New Haven to Boston
- SP Eugene to Crescent Lake
- SP Eugene to Portland
- SRA (New South Wales) North Coast

Additional track territories are under development. Also announcing Track Builder.With Track Builder you can design your own track territories (real,fictitious or your model railroad) to simulate the Train Dispatcher 2.0 or change the track territories we included.

Download demonstration copies of both programs from our web page at http://www.usaor.net/signal.

For Windows 3.1 & Windows 95
Comes on a 3.5 Inch diskette

Train Dispatcher 2.0	$44.95
Track Builder 2.0	$64.95
Train Dispatcher 1.0	$19.95
Shipping (US)	$4.00
Shipping (non US)	$6.00

Add $2.00 for each additional item
PA residents add 7% sales tax
Dealer Inquiries Welcomed

SIGNAL Computer Consultants
PO Box 18445, Pittsburgh, PA 15236
Tel.888 872-4612 (toll free) or 412 655-1884
Fax 412 655-1893 E-mail signal@usaor.net
Mastercard/Visa/Discover/Checks accepted

WHAT DO YOU GET...

NATIONAL RAILWAY HISTORICAL SOCIETY

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

Rails 'N' Shafts

P. O. Box 300 Laurys Station, PA 18059
(610) 261-0133 Fax (610)262-7962

Specializing in Books and Videos on Transporation and Industrial Subjects

All Aboard Amtrak, *Schaeffer* - $39.95
American Shortline Guide, *Lewis* - $19.95
Appalachian Coal Mines & Railroads, *Dixon* - $12.95
ACL: Diesel Locomotives, *Calloway* - $39.95
Baldwin Locomotive Works, *Brown* - $28.95
B&O Color Guide - $38.95
B&O, *Salomon, Orosz, Ori*
Vol 1: New York to Cumberland - $35.49
Vol 2: Cumberland to Chicago - $35.49
B&O East End: Neck of the Bottle, *Hollis, Roberts* $39.95
B&O Passenger Service, *Stegmaier*
Vol 1: National Limited Route - $19.95
Vol 2: Capitol Limited Route - $21.59
B&O Sand Patch, *Roberts* - $39.95
B&M in Color, *Plant* - $38.95
Boston Depots & Terminals, *Barrett* - $43.95
BN/SF 1994, 1995, or 1996 Annual - $35.95
Burlington Color V1, *Holck* - $39.95
C Lines, *Sweetland* - $18.49
Carolina & Northwestern, *Baumgarner* - $39.95
C&NW in Color (Vol 1) - $38.95
CB&Q Color Guide, *Spoor* - $38.95
CB&Q in Color (Vol 1or Vol 2), *Spoor* - $38.95
CGW in Color - $38.95

Northern Pacific Classic Steam Era by Lorenz Shrenk and Robert Frey
NP Steam from 1905-1925 $47.95

Penn Central Color Guide
All-color album of PC equipment and cars $37.95

Black Gold Black Diamonds, Hirsamaki
Story of Pennsylvania RR dieselization $35.95

Railroads Indiana by Simons, Parker
History of railroads in Indiana from 1838 $39.95

Pennsy Color Pictorial by Schafer
Color look at PRR $15.95

Classic Diesels of South, *Lamb* - $21.59
Confessions of a Train Watcher, *Morgan* - $31.95
Conrail Commodities, *Taylor* - $39.95
Conrail Motive Power Review (1986-1991), *Withers* $38.49
D&H Color Guide - $38.95
D&H in Color (Vol 2), *Plant* - $38.95
Diesel Locomotives: 1st 50 Years, *Drury* - $22.49
Diesels of the Southern Railway, *Withers* - $51.95
Dinner in Served, *Loveland* - $31.95
Dixie Line: NC&StL, *Castner* - $21.75
East Broad Top: Slim Gauge Survivor, *Mellander* $38.25
Erie in Color, *Sweetland* - $35.95
EL Color Guide - $38.95
Erie-Lackawanna in Color, *DeYoung*
Vol 1: West End - $35.95
Vol 2: New York State - $35.95
Vol 3: East End - $38.95
Vol 4: Early Years - $38.95
Fairbanks Morse in Color, *Boyd* - $38.95
Feather River Canyon, *Schmollinger* - $39.95
Ft. Worth & Denver Color Pictorial, *Goen* - $39.95
GN Color Guide, *Hickcox* - $38.95
GN Color Pictorial (Vol 1 or 2), *Shine* - $39.95
GN Equipment Pictorial (Vol 1 or 2) - $39.95
GN Pictorial (Vol 3 or 4), *Stauss* - $39.95
GM&O Color Pictorial, *Wallin* - $39.95
Heart of PRR, *McGonigle* - $15.25
IC in Color - $38.95
Impossible Challenge, *Harwood* - $51.95
JC/LV Color Guide, *Bossler* - $38.95
Jersey Central in Color, *Brennan* - $35.95
Jersey Central in Color (Vol 2), *Brennan* - $38.95
Jersey Central Story, *Carleton* - $30.49
Lackawanna in Color,*Sweetland* - $35.95
Lake Shore & Mich Southern, *McLellan, Warrick* $31.95
L&NE: Color Retrospect, *Lilly* - $37.95
LV in Color (Vol 1 or 2), *Yanosey* - $35.95
LV in NY State: Upstate Odyssey, *Dann* - $23.95
Lehigh Valley RR, *Archer* - $35.95
Lehigh Valley: New York Division, *Bednar* - $41.95
Lionel Inspiration, *Brennan* - $38.95
L&N: Old Reliable, *Castner* - $23.95
Manhattan Gateway, *Middleton* - $35.95
Memoirs of Steelworker, *Kuchtka* - $10.49
Milwaukee in Color
Vol 1: East of Milwaukee - $38.95
Vol 2: In Milwaukee - $38.95
Vol 3: Wisconsin/Michigan - $38.95
Milwaukee Under Wire in Color - $38.95
Minneapolis & St. Louis in Color, *Green* - $38.95

SPRING STORE HOURS

Sat March 21 10 - 4
Sat April 18 10 - 4
Sat May 9 10 - 4

or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, etc.

Directions: 1/2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.

Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction

Montour Railroad, *Schaeffer* - $23.95
Hardbound - $39.95
NH: Final Decades, *Hartley* - $39.95
New Haven Power, *Staufer* - $63.95
NYC Color Guide - $38.95
NYC Color Photography Nowak (Vol 1) - $35.95
(Vol 2 or 3), *Nowak* - $38.95
NYC Later Power, *Staufer* - $55.95
NYC Lightweight Cars, *Doughty* - $23.49
New York Central Trackside, *Marvel* - $38.95
NYC Trains of the Future, *Doughty* - $20.95
NYC Steam Vol 1 - $38.95
New York City Historic Transit Maps - $23.95
NYO&W Diesels, *Mohowski* - $23.95
NYO&W and Dairy Industry, *Mohowski* - $49.95
NYO&W in Color, *Lubliner* - $38.95
NKP in Color (Vol 1,2 or 3) - $38.95
NKP Passenger Service: Post War, Holland - $21.59
N&W V1 in Color, *Nichols* - $38.95
Northern Pacific (Vol 1 or 2), *Shine* - $39.95
Northwest's Own Railway (Vol 2), *Grande* - $64.95
Northwestern: C&NW, *Grant* - $39.95
Pacific Electric in Color (Vol 1), *Copeland* - $38.95
Pennsylvania Trolleys (Vol 1), *Volkmer* - $38.95
Pennsy Power, *Staufer* - $39.95
PRR Color Guide V1 - $35.95
PRR Color Guide V2 - $38.95
PRR Diesel Review, *Carleton* - $35.95
Pennsy Diesel Years (Vol 2, 3 or 4), *Yanosey* - $35.95
Pennsy Diesel Years (Vol 5 or 6), *Yanosey* - $38.95
PRR Electric Years, *Volkmer* - $35.95
Pennsy Steam Years V1 - $35.95
Pennsy Steam Years V2 - $38.95
PRR: Hudson to Horseshoe, *Volkmer* - $38.95
PRR Trimph 1, *Roberts* - $51.95
Phoenix Bridge, *Winpenny* - $15.95
Pullman Paint and Lettering, *Dubin* - $19.95
Railroad Atlas:
Vol 1: Northeast - $18.40
Vol 2: California/Nevada - $19.25
Vol 3: Colorado/Utah - $18.40
Vol 4: Arizona/New Mexico - $18.40
Vol 5: Illinois/Wisconsin/Mich Peninsula - $18.40
Vol 6: Indiana/Ohio/Michigan - $18.40
Vol 7: Appalachia/Piedmont - $19.25
Railroads in the Ohio Valley, *Harvey*
Vol 2: Huntington to Cincinnati - $19.95
Reading Color Guide, *Bossler* - $38.95
Reading Diesels (Vol 1): First Gen, *Woodland* - $43.95
Reading Diesels (Vol 2): Second Gen, *Woodland* - $47.95
Reading Railroad: History of Coal Age Empire, *Holton*
Vol 1: 19th Century - $51.95
Vol 2: 20th Century - $54.95
Reading Steam in Color, *Plant* - $38.95
Rio Grande Color Guide - $38.95
Rio Grande Secret Places, *Farewell* - $31.95
Rio Grande Southern Story, *McCoy, Collman, Graves*
Vol 3: Vance Jct to Ophir - $55.95
Vol 4: Ophir Loop to Rico - $55.95
Vol 5: Rico and Mines Above - $55.95
Vol 6: Rico to Delores - $55.95
Rock Island Color Guide - $38.95
Rock Island Color Pictorial (Col 1 or 2), *Marre* - $39.95
Rock Island in Color, *Stagner* - $38.95
Rock Island in Color, *Marvel* - $38.95
SF: Gateway to West (Vol 1), *Duke* - $47.95
Santa Fe in Color (Vol 1, 2, 3 or 4), *Stagner* - $38.95

Santa Fe: Gateway to LA (Vol 2), Duke
Passenger & freight service, Fred Harvey System, steam & diesel locomotives $47.95

Trackside East of Hudson
Bill McChesney's color album $37.95

NYC in New England V 1 or 2, Jones
Two volume all-color album of Boston & Albany $39.95 each

Texas & Pacific Color Pictorial,Goen
All color album of T&P 39.95

Canadian Pacific Color Guide
All-color album of CP equipment and cars $37.95

Santa Fe Color Guide, *Stagner* - $38.95
Santa Fe CF7s, *Poole* - $19.95
SOO in Color, *Wise* - $38.95
SP in the Bay Area, *Drury* - $15.25
SP Coast Line, *Signor* - $51.95
SP Colorful Shasta Division, *Dill* - $39.95
SP: Oregon Division, - $47.95
Spokane, Portland & Seattle, *Austin, Dill* - $59.95
Trail of Blue Comet (CNJ), *Baer, Coxey* - $55.95
Trainmaster - $23.95
Union Pacifc Color Guide (Vol 1 or 2) - $38.95
UP Official Color Photography (Vol 1) - $38.95
UP Type (4-12-2) Vol 2, *Kratville* - $67.95
UP: Salt Lake Route, *Hemphill* - $47.95
UP Steam V1, *Stagner* - $38.95
UP Switchers & Slugs,*Strack* - $19.95
Walt Disney's Railroad Story, *Broggie* - $47.95
Western Maryland Diesel Locomotives, *Stakem* - $19.95
Wisconsin Central - $39.95

VIDEOS

Classic Chicago Railroads (Pentrex) - $15.95
Across the Heartland (SF Chilicother Div) (Pentrex)$22.49
Countdown to Merger (SF Marchelline) (Pentrex) $22.49
Both SF Videos - $37.75
Conrail Hot Spots East (Pentrex) - $29.95
Conrail Hot Spots West (Pentrex) - $29.95
Conrail West Slope (Green Frog) - $31.95
Conrail: Pittsburgh-Crestline (Green Frog) - $31.95
Conrail Middle Division (Green Frog) - $31.95
Eastern Kentucky Coal (Pentrex) - $29.95
Florida East Coast (Green Frog) - $35.95
Last of the Giants (Pentrex) - $14.95
Last of the Giants (Vol 2 or 3) (Pentrex) - $29.95
LV: Penobscot Mountain (DIW) - $27.95
Milwaukee (3-tapes) (pentrex) - $39.95
Montana Rail Link (Pentrex) - $29.95
Penn Central (2 tapes) (Green Frog) - $39.95
PRR: Steam/Electric 1936-52 (DIW) - $27.95
PRR: Steam/Electric 1955-62 (DIW) - $27.95
PRR in New Jersey (PRSL, NY&LB) (DIW) - $27.95
PRR: Philadelphia Terminal (DIW) - $27.95
Steam Over Tennesse Pass (Pentrex) - $22.95
Tracks Ahead (Vol 1, 2, 3 or 4) (Pentrex) - $16.95
UP Marysville Sub (2 tapes) (pentrex) - $37.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

Now on the web http://www-rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please include $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US$. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery available, please ask. Make checks and money order payable to Rails 'N' Shafts. Catalog sent with all orders or send SASE. Sales ends last day of magazine cover month. **Your satisfaction is guaranteed.**

Available Soon!

L&N

Louisville & Nashville Cumberland Valley Division $30.00

The L&N's coal-rich Cumberland Valley Division from the 1950s until the late 1970s in an album of around 200 B&W photos with maps, timetable excerpts, and other information. Noted author and photographer Ron Flanary takes us back for a look at Appalachian railroading at its best.

***NEW!* East Broad Top Slim Gauge Survivor $48.00**
Call or Write for Other Titles

Postage Paid in the United States.
Outside the U.S. Add $3.00 Per Book for Shipping.
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

OLD LINE GRAPHICS
1604 WOODWELL ROAD, SILVER SPRING, MD 20906
301-460-9193
(Monday - Friday, Noon to 7PM EST)

THE TROLLEY TAPE

See single and double truck trolleys. Experience riding a 1922 New Orleans Perley Thomas Car. Also see a stepped 1924 observation car. Five trolley museums from New York to Colorado. Cars from Osgood Bradley, Brill, Thomas, Laconia and others. 50 minutes. **$39.95**
NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING

HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

Hey! I saw one of those new AC units last weekend...I *think* it was number 53 (*or was it 54*)... Well, I'm *pretty sure* it was on a coal train. *I sure wish I had written it all down...*

Introducing the new *Train*Tracker™ System from Water Level Industries. Designed for railfans who want to keep a complete record of the trains they watch. Contact us now for details. Or, for a limited time, order item TTS001, a complete *Starter*Set for a special price of just $15.95 (save 20%!).

*Add $3.00 per order for foreign shipment.
All payments in US funds. MI Residents add 6% Sales Tax.

Water Level Industries™
Dept. R • P.O. Box 700463 • Plymouth, MI 48170
1 800 WLI-RAIL • WLI1@aol.com

put onto a floppy or Zip disk) and displayed in a program that spread them out on the screen looking like 35mm slides. This stored the raw image from the camera, and to make JPEG's for my website I pulled the individual images into my Adobe PhotoDeluxe program one at a time and "tweaked" them before exporting them in a JPEG format to a new file. With PhotoDeluxe I could crop the images (to reduce the file size for quicker online download) and make brightness and contrast adjustments as well as any color corrections.

The PhotoDeluxe tweaking and reformatting was the same process that I need to do with images I scan off slides or negatives on my Polaroid SprintScan or reflective images I get off the flatbed scanner at the R&R office. But the download process from the camera was much faster and less work than scanning the 36 images would have been.

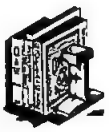
The Agfa ePhoto is a compact point-and-shoot camera with auto-focus and exposure and a normal lens and built-in flash. The indoor "people" shots worked fine with the flash, and the outdoor shots were well exposed. With this camera I had no wide angle or telephoto option, so its "full service" capability for railfan photography was rather limited, and I haven't a clue as to the shutter speed I was using — although the slow moving "posed" images appeared quite sharp, I have no idea how well it would have stopped action. I suspect that the more expensive digital cameras give the photographer more of the traditional zoom lens options and aperture/shutter control.

The one drawback with the low-end digital cameras is their limit of 36 stored exposures. After shooting all 36, you must download into a computer (conventional or laptop) to "reload film" and create blank frames to shoot more pictures — although you can selectively delete and shoot over images stored in the camera, you then lose the deleted image. The guy with the Kodak camera at our three-day dive rally had a laptop in his car to store the images and "reload" the camera when it was full.

My conclusion after playing with a few digital cameras is that they are fun and handy for "people" shots and computer or website work but not particularly useful for what we consider serious railfan photography. And don't even think about e-mailing your digital images to R&R for magazine publication! We have the slides scanned professionally by a very high-end scanner to a much greater resolution than these cameras produce.

The digital cameras are a hint at what the future holds, for as memory becomes more compact and processors faster, it will only be a matter of time before high resolution digital images of Kodachrome quality are available at competitive prices to the average consumer. But that time isn't here yet. And when the future does arrive, that same technology will permit you to scan your old slides into digital files that can be saved forever and digitally manipulated to get rid of the irritating goofs that you have to live with today, like a shadow across the nose of a locomotive or a pole sticking out of the exhaust stack. This is going to be a worthwhile technology in the long run, but in the meantime, don't give up on Nikons and Canons and Kodachrome and Fujichrome!

RAILROADIANA



What's new?

Certain to add color to any railroad room, posters for many tourist railroads and excursion locomotives are available from Anne Hoover Enterprises. Made under the direction of the various railroads depicted, the colorful posters are reproduced from originals done in watercolor and ink, using 1920s and '30s orange crate label bright colors and printed on 100-lb. enameled print stock paper. Sizes range from a 6″×8″ print on a 8″×10″ mat up to a 20″×24″ print on a

24″×30″ mat. Prices range from $15.00 to $35.00 postpaid. Subjects available include the *Napa Valley Wine Train,* Cumbres & Toltec Scenic, SP *Daylight* 4449, UP 8444, the Grand Canyon Railway, the Austin & Texas Central and more. For more information contact Anne Hoover Enterprises, P.O. Box 535, Lemoore, CA 93245-0535. A full-color catalog is available for $3.00.

Sierra calendar

Even though we ran the "last" calendar call for 1998 a couple of issues ago, there is another calendar has been produced that is a very worthy purchase. Following up on the *Sierra Railroad Centennial Calendar 1997* comes the **Sierra Historical Calendar 1998.** Published by the California State Railroad Museum Foundation, this year's edition features Sierra's resident photographic artists — "Three Guys From Modesto" — including "The Guy" himself, Guy Dunscomb, plus Ted Benson and the late Al Rose. The calendar is full of solid black & white images covering the Sierra from the dawn of the railfan age in 1937 up to contemporary scenes with plenty of steam and diesels ranging from Baldwin demonstration units in 1950 to the first run of GP9 No.46 in 1995.

Last year's Centennial offering, assembled by *Sierra Railway Journal* editor Curt Bianchi, featured a concise history of the railroad written by Curt with an appropriate vintage photo, each month covering a decade in the life of the railroad. Significant dates in Sierra history were incorporated throughout the months. This year's version features photos of the Sierra taken during the calendar month between the years 1937 and 1995 with extended captions by Ted Benson and an introduction to the photographers written by Curt. Significant

RAILROAD VIDEO PRODUCTIONS

231 WILLOW DELL LANE, LEOLA, PA 17540

1-800-258-4546

NEW RELEASES

Tape No.129 "CSX HOT SHOTS" Covers non-stop trackside action at many locations in Florida, Pennsylvania, Maryland and West Virginia.
1 Hour-Color-Sound

Tape No.133 "NEW ENGLAND CENTRAL HOT SHOTS" Covers non-stop trackside action at many locations in Vermont, New Hampshire, Massachusetts and Connecticut. 1 Hour-Color-Sound

Tape No.128 "TRACKING A THOROUGHBRED" Covers the October 1996 "C&O 614 Steam Excursion" between Hoboken & Port Jervis.
1 Hour-Color-Sound

Tape No.127 "PALMER HOT SHOTS" Covers non-stop trackside action of Conrail, Mass. Central, New Eng. Central and Amtrak at Palmer Mass. on June 25, 1997.
1 Hour-Color-Sound

Tape No.130 "SPRINGFIELD HOT SHOTS" Covers Conrail & Amtrak action at Springfield, Mass.
1 Hour - Color - Sound

Tape No.131 "GG-1 4882 CAB RIDE" A head-end ride (on the fireman's side) from Penn Station, N.Y. to South Amboy, N.J. plus highlights of the return trip.
1 Hour - Black & White - Sound

"THE VERMONTER" is a seven part "cabride" on the New England Central between St. Albans, VT and New London, CT. COLOR - SOUND
Tape No.119 New London t to Willimantic, CT..1 Hour
Tape No.120 Willimantic, CT to Palmer, MA.....1 Hour 20 Minutes
Tape No.122 Brattleboro, VT to Walpole, NH.....1 Hour 20 Minutes
Tape No.123 Palmer, MA to Brattleboro, VT.....1 Hour 20 Minutes
Tape No. 124 St. Albans to Northfield, VT.....1 Hour 20 Minutes
Tape No.125 Northfield to Hartford, VT.....1 Hour
Tape No.126 Walpole, NH to Hartford, VT .....1 Hour

Tape No.132 "P.R.R. Power Volume Six" Featuring non-stop run-by action of P.R.R. electric and diesel powered trains (a few sporting the PC logo) at many locations throughout the New York Division as well as a few scenes at 30th Street Station, Phila. A look at the Long Island Rail Road and the Hudson & Manhattan Railroad (both owned by the Pennsy) is also provided.
This is our finest Pennsy tape to date.
1 Hour - Color - Sound

ALL TAPES STILL PRICED AT $21.95 EACH

NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA

PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

CALL OR WRITE FOR OUR FREE CATALOG LISTING

OVER 200 RAILROAD AND TRACTION VIDEOS

THE VIDEOS BELOW ARE ALL SHOT FROM THE ENGINE CAB - FULL COLOR & SOUND

Philadelphia to Harrisburg, PA.....Tape No..4A
Harrisburg to Huntingdon, PA.....4B
Huntingdon to Johnstown, PA.....4C
Johnstown to Pittsburgh, PA.....4D
Harrisburg to Philadelphia, PA.....5
South Amboy, NJ to New York City.....7
New Haven, CT to Providence, RI.....9A
Providence, RI to Boston, MA.....9B
New Haven, CT to Springfield, MA.....10B
Bay Head Jct. to Matawan, NJ.....11
Raritan to Newark, NJ.....12
Washington, D.C. to Philadelphia, PA.....13
Philadelphia to Penn Station, NY.....14
New York City to New Haven, CT.....15
Denver to Grand Junction, CO..(4 Parts).... 17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts)..... 18A,B,C,D
White Fish to Havre, MT..(2 Parts).....19A,B
Chicago, IL to Valparaiso, IN.....20A
Fort Wayne to Valparaiso, IN.....20B
Pitttsburg to Sutersville, PA.....20-3
Sutersville to Indian Creek, PA.....20-4
Indian Creek to Rockwood, PA.....20-5
Rockwood to Hyndman, PA.....20-6
Hyndman to Stuart Tunnel.....20-7
Stuart Tunnel to Martinsburg, WV.....20-8
Martinsburg to Dickerson, MD.....20-9
Dickerson to Washington, DC.....20-10
Toledo, OH to Detroit, MI.....21A
Detroit to Jackson, MI.....21B
Jackson to Kalamazoo, MI.....21C
Chicago, IL to Michigan City, IN.....21-4
Michigan City to Kalamazoo, MI.....21-5
Albany to Croton-Harmon, NY.....22A
Croton-Harmon to Grand Central Terminal, NY..... 22B
Albany, NY to Pittsfield, MA.....23A
Pittsfield to Springfield, MA.....23B
Springfield to Worcester, MA.....23C
Worcester to Boston, MA.....23D
Enola, PA to Shocks Mills Bridge.....24A
Shocks Mills Bridge to Holtwood, PA.....24B
Holtwood to Port Deposit, PA.....24C
Port Deposit, PA to Amtrak "OAK" interlocking.....24D
Chicago to Miller, In.....25A
Miller to Michigan City, IN.....25B
Michigan City to South Bend, IN.....25C
Atlanta, GA to Meridian, MS..(6 Parts)..30-1-2-3-4-5-6
Franklin , MA to South Station plus Highlights.....36
North Station to Fitchburg, MA.....37
Rockport, MA to North Station.....38
Attleboro, MA to So. Sta. & Lowell to No. Sta.....39
Ipswich, MA to No. Sta. & Stoughton to So. Sta.....40
No. Sta. to Haverhill, MA & Framingham to So. Sta..41
Richmond to Alexandria, VA..(4 Parts).....48-1-2-3-4
Atlantic City to Atco, NJ.....53A
Atco, NJ to 30th Street Station, Philadelphia..... 53B
Hoboken to Gladstone, NJ..... 58
Hoboken to Dover, NJ..... 59
Hoboken, NJ to Suffern, NY..(Bergen County Line).. 60
Hoboken, NJ to Suffern, NY..(Erie Main Line).....61
Hoboken, NJ to Spring Valley, NY.....62
Suffren to Campbell Hall, NY.....63A
Campbell Hall to Port Jervis, NY.....63B
Hoboken to Montclair, NJ.....67
Hoboken to Netcong, NJ.....68
Chicago Union Station to Aurora, IL.....72
Elwyn to Wayne Junction, PA.....73
Wayne Junction (Phila.) to West Trenton, NJ.....74
30th Street Station, Philadelphia to Norristown, PA75
Lindenwold, NJ to Philadelphia, PA.....77
69th Street Phila. to Norristown.....46
Media Sharon Hill Line to 69th Street.....50
Groton, CT to Gardner, MA 94 parts).....81-1-2-3-4
Providence, RI to Worcester, MA.....82
Jamaica to Speonk, NY.....85
Babylon to Patchogue & return.....86
Pt. Jeff. to Hunt. & Jamaica to L.I. City.....89
Long Beach to Los Angeles, CA.....91
Greenport to ronkonkoma, NY.....102
Ronkonkoma to Jamaica, NY.....103
Jamaica to Speonk (via Main Line).....104
Speonk to Montauk, NY.....105
Anchor. to Fairbanks, AK (7 parts)....95-1-2-3-4-5-67
Meadows Yard to Dover, NJ.....94
Jamaica to Oyster Bay, NY.....111
Penn Sta. to Cold Spr. Harbor, NY.....112
Cold Sp. Harbor to Pt. Jefferson, NY.....113

VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

The finest in gifts for the railroad enthusiast

RAILROAD GIFTS

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

COMING SOON:
A SPY STORY by EDGAR T. MEAD
"THE CORSICAN RAILWAY DISASTER"

GOLDEN SPIKE ENTERPRISES INC.

★★★★ Railroad Memorabilia ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $2, and large SASE for listing, refundable with purchase

Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

THE DEPOT ATTIC
AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

AUTHENTIC AND ORIGINAL RAILROAD COLLECTIBLES OF EVERY DESCRIPTION
NEW BOOKS, USED BOOKS, RARE BOOKS, HARDWARE, CHINAWARE, SILVERWARE, TIMETABLES, BROCHURES, POSTERS, SIGNS, SIGNALS, PASSES, PRINTS, LANTERNS, LAMPS, PAINTINGS, BADGES, ETC.
ANYTHING & EVERYTHING RAILROAD!
SEND $2.00 FOR CATALOGS

PHONE (717) 687-9300

Cumbres & Toltec Scenic Railroad

America's Most Spectacular Steam Railroad

Limited Time Offer
20% DISCOUNT
On Advance Purchase Tickets on any ANTONITO DEPARTURE for the 1998 Season

For additional details call : 1-800-724-5428

NOTICE :
Be sure to call for spring snow clearing information.

dates in Sierra history are retained in this edition, along with new dates that have come to light over the course of the centennial year.

The majority of the images are unpublished and a good number of them had never been printed prior to this project. The calendar is a good effort and one no Sierra or Western short line fan will want to miss. last year's calendar, limited to 700 copies and virtually unadvertised, was completely sold out by late summer. The 1998 edition is in equally short supply and, given the quality of the photography and the rarity of some views, is assured similar disposition. You can order this fine calendar for $12.95 postpaid from Railtown 1897 State Historic Park, P.O. Box 1250, Jamestown, CA 95327. Credit card users can call 209/984-3953.

A great game

Train Dispatcher 2.0 from Signal Computer Consultants, P.O. Box 18455, Pittsburgh, PA 15236; e-mail signal @usaor.net; website www.usaor.net/signal; $44.95 plus $4.00 shipping. Minimum system capacity requirements for Train Dispatcher 2.0 are 386 system with 4MB of RAM, 4MB of available disk space, Windows 3.1™ or higher, VGA or higher graphics adapter. No sound card required.

This computer program should come with the following warning: This simulation has been known to cause severe addition in railfans of all ages. A very enjoyable, easily learned, realistic role-play of the joys and frustrations facing today's train dispatchers, this game can get you hooked in a hurry.

Perhaps the most gratifying aspect of this Windows 3.1™ or Windows 95™ program is how easily it is installed and how quickly one can master the basic mechanics of manipulating the tools necessary to play *Train Dispatcher 2.0*. From a "zoom out" screen that, in most territories (more about territories later), shows a complete schematic of the trackwork involved, a player can use the computer's mouse to set signals, throw switches, learn siding lengths, train lengths and other information needed to make decisions about where to meet and pass the trains under his/her control. The ability to do all this from the "zoom out" position is a significant improvement over past versions of *Train Dispatcher* which only allowed these changes to be made from the "zoom in" screen. Using these basic tools, it is easy to play a very satisfying game by simply "booting up" the simulation, reacting to trains as they appear, and making liberal use of the "stop" button. That is not to say this is a simplistic simulation. Many features make this program a real challenge that requires much careful planning.

The screen display shows a clock indicating how much time has elapsed. Shifts are generally 24 hours long. However, this can vary by territory. This clock can be set to move as slowly as two times real time or as fast as 40 times real time. At 30 times the clock will move one minute for every two seconds of actual time. Fortunately, for harried dispatchers there is a "stop" button which will halt the simulation while you collect your wits. There is no scoring penalty for using the "stop" button.

In addition to being able to set indications by putting the mouse arrow on the signal you want to change, by clicking the "right" button a player can also cause the signals to "fleet." This is especially useful on multiple track with trains going in one direction. By "fleeting" the signals, they will automatically return to green after a train has passed. While this can slow the change of signal and switch positions in some critical situations, it is a great help at other times.

Schedules may be changed on some territories by picking a different day of the week. (Take this reviewer's word for it, use the Sunday schedule the first time you play the Washington-Philadelphia territory). In addition, block permits will occur that can cause the best-laid plans of harried dispatchers to go into the dumper.

Real complexity begins when the "random performance" factors are added in. The default parameters of this diabolical screen will allow running time to vary ten percent and for start up delays for as many as 25 percent of the trains. In short, you can be in trouble right out of the gate. It also allows ten hot box alarms per thousand checks with half of them being false, ten dragging equipment alarms per 1000 checks, five switch failures per thousand throws, and a derailment percentage of 30 percent when an onrushing train gets a red signal too late. In short, a dispatcher can have everything planned and then face a stopped train on single track that needs two hours to set off a hot box car. The trains behind and ahead will just have to wait until the offending car is set out. Getting the railroad back to normal after such an incident can be a complex challenge in which the joys of the "stop" button quickly become apparent.

Scoring is based on miles traveled by all trains, the number of correct destinations, on-time arrivals, minutes of lost running time and the minutes trains are stopped waiting for a signal. Fortunately, the dispatcher is not penalized for minutes lost because of "random performance" factors. Simulations can be saved and restarted later. In addition, the screen can be set to display either the classic look of a railroad CTC board, or a very clear schematic. Other features allow you to customize locomotive and caboose icons for the four different train types, to ease startup by letting you save your initial switch and signal positions for each territory and print track diagrams, schedules, scores and other information.

Currently, *Train Dispatcher 2.0* comes with five territories including Amtrak's Northeast Corridor between Washington and Philadelphia; the Northeast Corridor between New Haven and Boston; the Southern Pacific between Crescent Lake and Eugene, Oregon; the SP between Eugene and Portland, and the State Rail Authority of New South Wales, Australia. Available soon will be a package that includes the Union Pacific from Kansas City to St. Louis; the United Kingdom main line through England and Scotland; Conrail from Syracuse to Buffalo, New York, and the SP from Bakersfield to West Colton, California, including Tehachapi Loop. Each territory has its own challenge, such as the torrent of trains on the Northeast Corridor territories, but I have found the Crescent Lake-Eugene segment very difficult because of limited

siding length ... the "fleeting" of its trains. More territories will be offered for sale periodically and by using another Signal Computer Consultants program, *Track Builder*, additional territories can, and are beginning to be created which will be offered for free downloading. Already available for free are the Burlington Northern from Spokane, Washington, to Sandpoint, Idaho, through the "funnel;" Conrail from Elkhart, Indiana, to Toledo, Ohio; Conrail from North Bergen, New Jersey to Selkirk, New York; CSX from Clifton Forge, West Virginia, to Newport News, Virginia; Metra West from Chicago to Elgin, Illinois; California's Metrolink from Los Angeles to San Bernardino; MBTA on the Northeast Corridor in Massachusetts from South Attleboro to Boston, and Norfolk Southern from Danville, Kentucky, to Oakdale, Tennessee, through the "Rathole." More free territories are being added at a rate of about one a week.

The only flaw this reviewer has found in this otherwise very interesting game is that there can be significant periods of down time because of the schedules. The simulations would be improved by allowing users the option of having a number of additional "extra" trains to make traffic heavier. This is a small thing, really, and does not detract significantly from the quality of *Train Dispatcher 2.0*.

This review does not convey all the nuances of this game that are covered in the very good documentation. What has been created, and no doubt will continue to evolve, is a way for those who don't want to build a model railroad to enjoy "moving trains" without worrying about the maintenance. Good technical support enhances this fine product. In short, Signal Computer Consultants has a real winner in *Train Dispatcher 2.0*.

If you want to try *Train Dispatcher 2.0*, a demonstration game of ten partial simulations can be downloaded from the Signal Computer Consultants Website at www.usaor.net/signal — CHARLES W. BOHI.

TRACTION PUBLICATIONS by Joe L. Diaz

Capital City Streetcar Days by O. R. Cummings, available from the publisher, Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704; $12.00 postpaid; softbound, 8½"×11", 56 pages.

O. R. Cummings is well known for his research and histories of New England trolley lines, city and interurban. The capital city referred to in the title is Concord, New Hampshire, and once again, publisher Harold Cox has brought us a good look at a long gone interesting operation. The book covers the Concord & Manchester Electric Branch and the Concord Electric Railways and their predecessors from 1878 through 1933. We view this long gone operation through 74 black & white vintage photographs assembled here. Reproduction is good, particularly considering their age. Photos cover both city and intercity along with the earliest days and local views. A regular feature of Cox's publications is well drawn maps. Also included are reproductions of tickets and transfers.

We recommend that you look at this neat, little book and give it serious consideration for your library — JOE L. DIAZ.

24th Railroadiana Auction

April 26,1998 at Mercy College, Dobbs Ferry, New York.

This diversified auction will feature the conclusion of John Malone's B&O collection as well as many other rare items. To be included in this auction will also be five original paintings by Leslie Ragan (NYC Calendars 1943 & 1951), Alexander Lydenfrost (PRR Calendar 1945), D. & F. Wright and Peter Helck. Over 700 lots including rare public and employee timetables, unusual lanterns and globes, china (rare B & O Centenary) and silver, posters, locks and keys, porcelain signs (some express), smoking stands, drumheads (B & O), large framed B & O photos, and calendars.

Send $10.00 ($25.00 for overnight delivery) for catalog containing over 300 photographs (mailed beginning April 1998). This catalog price now includes our prices realized list. Send to:

Railroad Auction, 377 Ashford Avenue, Dobbs Ferry, New York 10522.
Information: (914) 693-5858

MAIL BIDS ACCEPTED

NEW VIDEOS FROM HERRON RAIL!

PRAIRIE RAILS

America's Granger Railroads by Bill Warrick and Jim Neubauer

Hosted By Bill Warrick
With commentary by George Hilton, George Krambles, Phil Weiber
Historical Highlights of the Granger Railroads with lots of rare film footage!
56 minutes Mostly Color
Item War-003

just $39.95!

RAILS WEST

DONALD J. KROFTA'S
DIGITALLY TRANSFERRED 16mm film
UP, SP, WP, ATSF, GN, NP, BN, DRGW, KCS, RI, SLSF, MKT, AMTRAK
Vintage Action film from 1967 - 1971!
Narrated Color Stereo
59 minutes Item 035

only $39.95

Add $4.00 p&h for 1, $1 for each add'l tape
FL add 7% sales tax; PA add 6% sales tax.
Phone orders (Visa, MC): 1 (800) 783-3886
Mail checks or Money Orders to
Herron Rail Video
2016 N. Village Ave., Tampa, FL 33612
WEB ADDRESS: http//www.rrhistorical.com/hrv

RAILNEWS

MERGER REVERSAL POSSIBLE Union Pacific's critics have intensified their attack on the company by calling for the divestiture of certain portions of UP track. BNSF has told UP that if service does not improve that it will press for a reopening of the UP/SP case before the Surface Transportation Board. The Railroad Commission of Texas, which opposed the takeover from the outset, has also pushed for some track divestiture by UP to competitor Texas-Mexican Railroad, a Kansas City Southern affiliate. The track in question is the east end of the Southern Pacific which was the former Cotton Belt.

Apparently BNSF is not satisfied with UP's terms of their joint track usage in Texas. BNSF wants to be able to serve every customer along the line while UP is resistant to allow them. BNSF chairman Robert Krebs has sent letters to UP CEO Dick Davidson stating that the current arrangement is not alleviating the congestion and that, if the situation did not improve, he would call for more drastic measures.

The state of Texas is angered by the estimated $643 million in economic damages that the UP problems have cost it. In addition to the proposed divestiture to TexMex, the Commission has also called for a neutral terminal switching company to be established in the Houston area to aid cleaning up the mess.

To add to Union Pacific's mounting problems, the company posted a fourth quarter 1997 loss of $152 million. Wall Street analysts were calling for losses of less than $20 million so this number comes as a huge hit for UP. Unfortunately, the end is not in sight.

ILLINOIS CENTRAL/CANADIAN NATIONAL MERGER Canada's largest railroad announced on February 10, 1998, that it acquired the "Main Line of Mid-America," Illinois Central. The deal is valued at $2.4 billion dollars, 75 percent in cash to be paid to IC shareholders and the remaining 25 percent to be paid in CN stock. The new system will create a gigantic "Y" across the North American continent. It will stretch from Halifax, Nova Scotia, to Vancouver, British Columbia, to New Orleans, Louisiana. Officials from both IC and CN have stated that the merger will not be as complicated as the Union Pacific takeover of Southern Pacific because the IC/CN combination up is a classic "end-to-end" link with no overlapping territories. The two railroads, which already interchange in Chicago will now be one and provide seamless service between Canada, the U.S. and Mexico.

The two main CN/IC competitors for NAFTA trade are Kansas City Southern and Union Pacific, but neither of them stretch across all three countries as the expanded CN expects to. To provide an even more seamless corridor into Mexico, CN/IC has joined with two Mexican mining companies to bid on the remaining Mexican rail route. At one point before the merger, IC even contemplated floating car barges from New Orleans across the Gulf of Mexico to Mexican ports.

The new company will employ 24,600 people, be comprised of 18,700 miles of track and take in approximately $3.7 billion in annual revenue ($5.32 billion Canadian). Canadian Pacific, now faced with the prospect of increased competition and possibly having to take a permanent back-seat to CN, has stated that it will not look for a merger partner for at least another six months.

AMTRAK BARRED FROM HAULING FREIGHT Four Class One railroads — BNSF, Conrail, CSX and Norfolk Southern — have prohibited Amtrak from using it 1400-series express box cars after one of them derailed while in service on the *Capitol Limited*. The mishap, which occurred on January 4, 1998, on Conrail tracks near Toledo, Ohio, was attributed by Conrail to a mechanical failure in the truck assembly. Amtrak disagreed with Conrail's evaluation of the cause but pulled the cars from service anyway. Approximately two weeks after the derailment, 13 of the 72 express cars had returned to service with more returning as they were inspected. Amtrak has been using ballast to weigh down empty cars and there have been speed restrictions on them because of questions about vertical stability of the empties.

Amtrak has stated that its express business has not suffered since it was forced to pull the 1400-series car from service, as it has substituted other equipment in their place.

SOUTH CAROLINA CENTRAL After using a half-dozen ex-C&O and B&O GP9s (5905, 6097, 6187, 6439, 6550, 6555) for power during its first ten years of existence, the South Carolina Central (SCRF) has begun replacing them in favor of a pair of GP10s (SCRF 75, ex-Illinois Central 8375 and SCRF 77, ex-Illinois Central 8377), a GP16 (built as GP9 2027 for the Santa Fe and rebuilt into a GP16 with an EMD 645 prime mover) and a rare SW1200r (SCRF 8, ex-Missouri & North Arkansas 8, exx-Austin & Northwestern 8, nee-Phelps-Dodge 8).

The switcher is particularly interesting in that it was built as an NW2 in December 1942. After serving Phelps-Dodge, it was sent to Safety Railcar in Victoria, Texas, and then to Railtex's Austin & Northwestern. After a hitch on the A&NW and then the Missouri & North Arkansas, the unit was sent to VMV in Paducah for a rebuild and then to the SCRF. Along the way, it had the Flexi-coil trucks added (they are not original) along with other, less visible modifications. The railroad now refers to the unit not by its original NW2 designation, but rather as an SW1200r.

Two of the older Geeps remain for now; the 6187 is on the Society Hill line and the 6555 is out of service at Hartsville. A Salt Lake City Southern Geep (2207) is also being used (see page 64.)

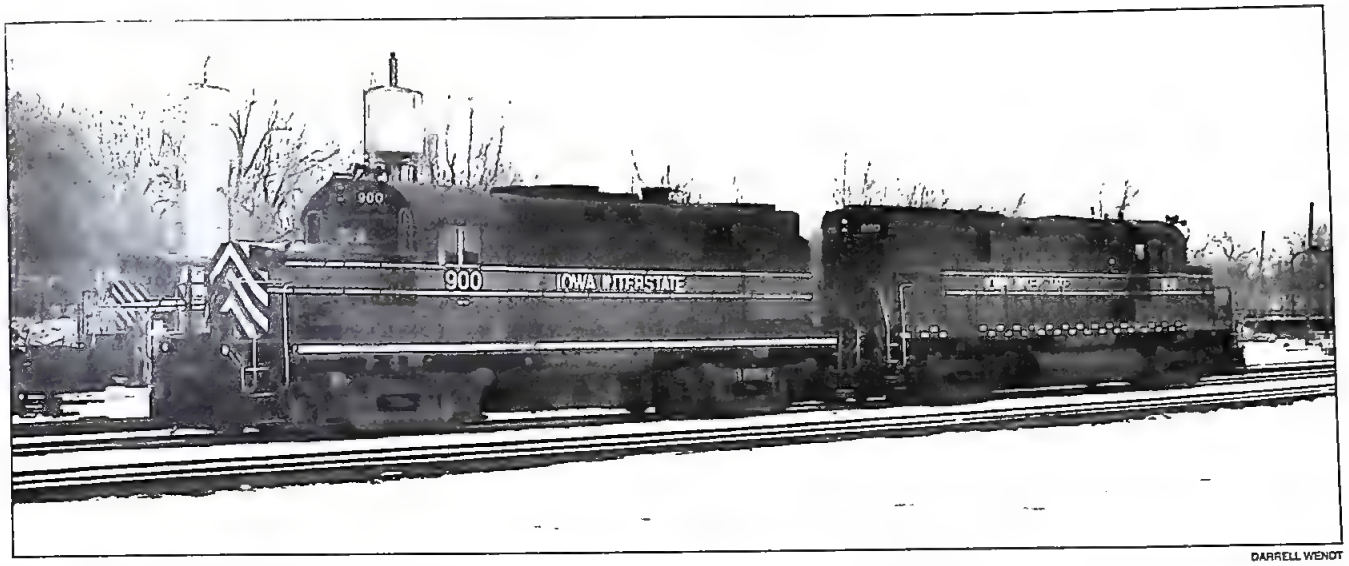
The new power also introduced a new dark blue and white paint scheme to the SCRF. The old livery resembled the early Burlington Northern one with orange instead of green as the primary color.

The South Carolina Central operates two unconnected segments of former CSX trackage. One line runs from Cheraw to Society Hill, South Carolina (12.8 miles of former Seaboard Air Line property), and the other from Florence to Bishopville, South Carolina (a 41.2 mile long former Atlantic Coast Line branch). Traffic levels are, according to an SCRF employee, about four-times what they were when the railroad took over the line — in excess of 20,000 cars per year. The traffic is varied and includes automobiles, paper, chemicals, vegetable oils, gravel, steel and scrap metal — JOHN F. SULLIVAN.

CANADA'S NEWEST SHORTLINE On November 12, 1997, Montreal-based Genesee Rail-One (which already operates the Huron Central between Sudbury and Sault Ste. Marie, Ontario) took over two of Canadian Pacific's St. Lawrence & Hudson Railway's Subdivisions and thus added a new short line to the province of Quebec: the Quebec Gatineau Railway (reporting marks QGRY). The railway is based at the ex-Canadian Pacific (StL&H) Outremont yard located on the island of Montreal, Quebec. It operates over the former St.L&H Trois-Rivieres Subdivision from Quebec City's Henri IV Yard west to St. Martin Junction, near Montreal, then west again over the Lachute Subdivision to Hull, Quebec, at the Quebec-Ontario provincial border. From St. Martin Junction, the QGRY operated via trackage rights on StL&H; south to Outremont Yard and west to Ste. Therese Yard where the railway's own tracks begin westward. While the railway operates primarily with ex-Canadian Pacific MLW power, some American EMD's are finding their way to this newly created line. Power assignment is rather unpredictable; ex-Canadian National M420s showed up without announcement the weekend of January 17, 1998. On the other hand, an SD45, No. 459 from sister road Huron Central, never ventures on the Lachute Sub and the American units never lead trains, as they are not equipped as leaders in Canada. More SD's, Geeps and SW's may be forthcoming — STEPHANE ERIC BISSON.

NEW REBUILDS FOR THE HURON CENTRAL For the first time since its startup, the new Huron Central (HCR) has power it can call its own. Delivered in late January were several SD45s of various lineages. The new road units wear a variation of the Genesee & Wyoming family paintscheme of orange with black striping and yellow trim. In addition to the big SD's, several Geeps from affiliate roads Buffalo & Pittsburgh and Rochester & Southern have been transferred, relettered and modified for service on the Huron Central.

The Huron Central, owned by GWI's Canadian unit Genesee Rail-One (GRO). operates the former Canadian Pacific Railway Webbwood Subdivision between Sudbury and Sault Ste. Marie in Ontario. Operations began on July 29, 1997, with power leased from other affiliate roads and CPR. The railroad is now dispatched out of the former CPR yard office in Sault Ste. Marie. According to local railroad sources, HCR's road freight is based at Sault Ste. Marie and performs work at large forest products mills at Espanola and Nairn and the INCO facility at Sudbury. Other locals operate from the east end of the line out as far as necessary. Along



DARRELL WENDT

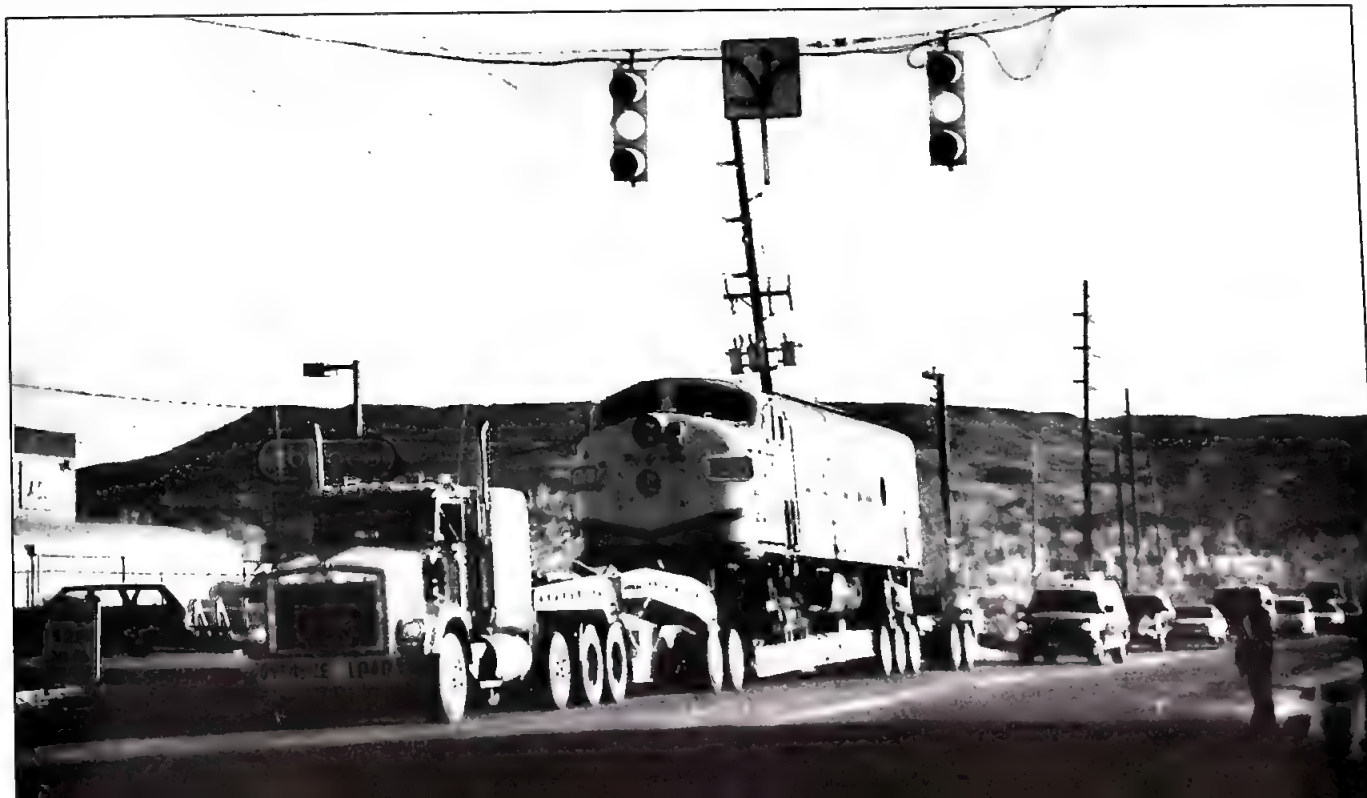
IOWA'S ALCO HAVEN is the Iowa Interstate Railroad, which operates five Schenectady products. Representing the fleet on January 25, 1998, at Council Bluffs, Iowa, were RS36 No.900 (ex-Delaware & Hudson 5015) and C420 No.850 (ex-Green Bay & Western 323, ex-Conrail 2075, nee-Lehigh & Hudson River 27). The other Alcos are three ex-Providence & Worcester MLW M420R's. The IAIS runs the former Rock Island main.

BRIAN CARLSON

ILLINOIS CENTRAL GP50 3140 (right) is their newest unit on the roster. The unit is ex-Chicago & Northwestern 5051 and was acquired by IC from National Railway Equipment in trade for stored IC locomotives. The unit was seen in the consist of a local freight at Bourbonnais, Illinois, on December 13, 1997.

RIO GRANDE F9 5771 was at 44th & McIntyre in Golden, Colorado **(below)**, on January 27, 1998. The cab unit was donated by SP to the Colorado Railroad Museum and was stored at the Coors brewing facility in Golden until the museum, which is land locked, could construct panel track for it and B-unit 5762.

WALLY WEART



RAILNEWS

with considerable steel traffic from Algoma Steel and the Algoma Central/Wisconsin Central interchange at the Soo, HCR expects to handle about 20,000 carloads annually.

On a related note, some of the SD45s headed for the HCR have made a side trip to Quebec to help out with the startup of sister GRO railroad Quebec-Gatineau (QGRY). This new road began operations over CP's lines between Hull (Ottawa) and Quebec City using a mix of leased CP RS18s, M424s and GWI affiliate road power — BOB GALLEGOS.

PIONEER OUT OF ROCHELLE Pioneer RailCorporation has lost the contract to operate the Rochelle Railroad. The trackage, which is owned by the city of Rochelle, Illinois, sees traffic of approximately 2200 cars per year, mainly for cold storage facilities on the line. The initial contract to operate stipulated a one-year term, and when the city put out a call for bids for the next contract, Pioneer evidently did not submit one. WATCO and another industrial switching operation offered bids, but the winner was on-line customer Wescold, which had done some of its own switching before Pioneer was contracted.

The determining factor on the winning bid is reported to be money, as the city of Rochelle was looking for a better return on the operation. Wescold is said to have agreed to pay the city $160 per car, with $10 of each car's revenue to be put into a city industrial development program.

What Wescold will use to the handle the switching operation remains unclear, as the Geep currently used is owned by Pioneer. Traffic levels have been sufficient to justify construction of a one-half-mile run-around track to allow train crews to move cuts of cars from the top end of the yard, rather than move from the far end of the yard, and shove them to the connection with Union Pacific — ANDREW REYNOLDS.

PACIFIC HARBOR LINE TO BEGIN OPERATION On February 12, 1998, Anacostia & Pacific Company announced its newest subsidiary, Pacific Harbor Line, would commence rail operations within the Port of Los Angeles, California, by the middle of February. PHL's operations are pursuant to an agreement with the City of Los Angeles Harbor Department to provide railroad switching, dispatching and maintenance services within the port.

The City of Los Angeles has acquired a network of rail lines serving its port in several transactions with the Santa Fe, Southern Pacific and Union Pacific railroads over the past five years. PHL will maintain and dispatch these lines and provide neutral switching services. Los Angeles is one of the largest volume port facilities in the world. As an important U.S. West Coast gateway for intermodal commerce, the 7500-acre port features 28 major facilities which have attracted national attention as they have become gridlocked due to the problems on Union Pacific. In 1997, the port completed three rail/water terminal facilities: Global Gateway South, Los Angeles Export Terminal and The Terminal Island Container Transfer Facility. PHL is based in Wilmington, Calif., within the Port of Los Angeles.

METROLINK SERVICE RETURNS Metrolink Ventura County Line service returned between Oxnard and Los Angeles on Wednesday, February 18, 1998, after being shut down on February 9th when flooding caused by the El Nino weather pattern storms caused a portion of the roadbed to wash out near Camarillo. The Ventura County Line is a 66-mile route that originates in Oxnard, serving stations in Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank Airport, Burbank and Glendale prior to arriving in downtown Los Angeles Union Station. On average, more than 4000 daily passengers ride the line which is owned and maintained by Union Pacific, and also hosts Amtrak trains.

Metrolink also suffered a flood-related shutdown over the weekend of February 7th-8th, of its Santa Clarita Line due to an undermined bridge abutment in Lancaster, California. The concrete abutment, which Metrolink installed after buying the line from Southern Pacific, was one of five that supported a 50-foot long, 80 year-old wooden bridge that spanned the Placerita Creek. Surging waters cut into the sediment and undermined the abutment, causing it to topple, which in turn caused one end of the bridge to sag slightly.

Remarkably, service was restored on Tuesday the 10th with a temporary support, and the bridge was placed over the weekend of February 14th-15th. A new $350,000 formed concrete structure supported by steel beams replaced the wooden bridge. For more information on Metrolink, visit them on the World Wide Web at **www.metrolinktrains.com** — BEN KERR AND BILL HOUGH.

SUSQUEHANNA MIKADO No. 142 TO RETURN TO SERVICE Dormant for the past five years, the New York, Susquehanna & Western's Chinese-built 2-8-2 No. 142, built to replace No.141 which was lost at sea when the ship it was being transported to the U.S. on sank, is scheduled to return to service. The occasion is the Marathon (New York) Maplefest which is planned for the last weekend of March 1998. The locomotive will also be appearing at the NRHS national convention this summer, which is being held in the Syracuse, New York, area and is being hosted by the Central New York Chapter. The 142 will haul a Syracuse-to-Binghamton round trip on July 11th and be part of a night photo session that evening. Later in July, the 142 is tentatively scheduled to head to Vermont to power trips out of Bellows Falls over the Green Mountain Railway. This will mark the first steam operations on this piece of trackage since Steamtown U.S.A. headed for Pennsylvania in 1983. RAILFAN & RAILROAD will host two night photo sessions with the 142 over the weekend of July 31st and August 1st, one in Bellows Falls with a fireworks display as a backdrop, the other at the Green Mountain roundhouse in North Walpole, New Hampshire. Watch timetable for more details as they become available.

UTU PROPOSES CONSOLIDATION OF UNIONS In a move that has angered the Brotherhood of Locomotive Engineers (BLE), the United Transportation Union (UTU) has proposed to abolish the craft of locomotive engineer, conductor and trainman, and create in their place a single class of, "Train and Engine Service Employees."

The BLE charges that the UTU is acting as a surrogate for the rail carriers, some of which do not want to negotiate with the various unions any longer, and would rather deal with only one organization which represents all of their unionized employees. BLE president Clarence Monin has stated that the UTU is simply acting on behalf of the rail carriers, who do not have party status in representation disputes and are trying to get what they want by using the UTU as a puppet.

In its filing before an impartial umpire, the BLE said the UTU, "has violated the express command," of Article XX of the AFL-CIO constitution, which states that, "no affiliate shall organize or attempt to represent employees as to whom an established collective bargaining relationship exists with any other affiliate." BLE has painted out that it has entered into a series of collective bargaining relationships with rail carriers and, indeed, has been representing the craft of Locomotive Engineer for 135 years.

Paul C. Weilor, the impartial umpire in the Article XX case, gave the unions until February 20th to file supplemental briefs, and as of press time, indicated that he expected to have a recommendation ready by the last week of February.

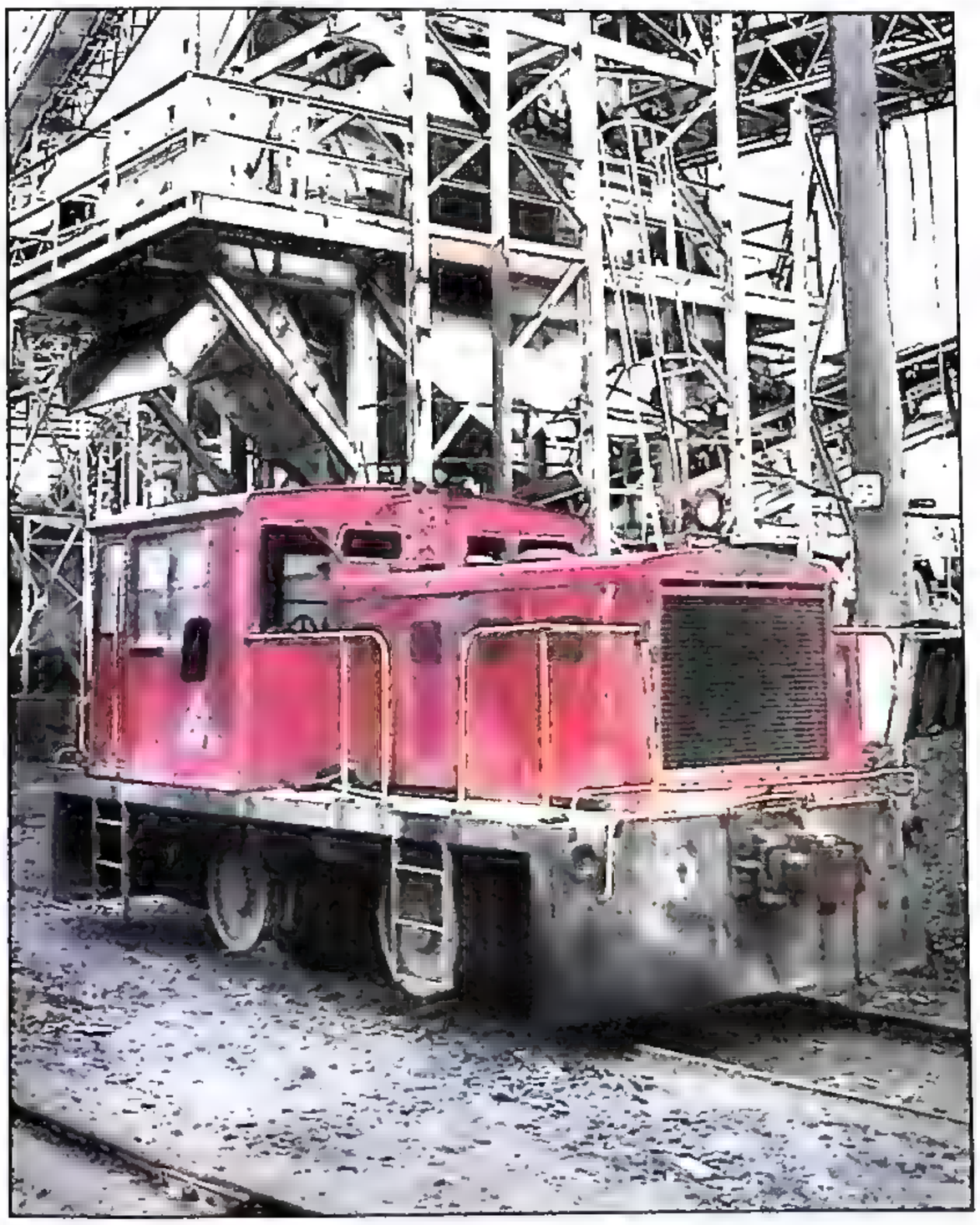
COAL MINING MUSEUM TO RECEIVE MONEY A museum in Lansford, Pennsylvania, dedicated to preserving the memory of the area's coal miners recently received a $15,000 grant from the state which will help the site, which is open but still under development, become a tourist attraction. Lansford is located in the northeastern anthracite region of the state.

The Panther Creek Valley Foundation is using $5000 of the money to bore a second opening into the 1700 foot long Number 9 mine tunnel. The tunnel is a drift mine, which means it progresses horizontally into the mountainside. It was opened in 1855 and closed and sealed in 1972 and was recently reopened. Strip mining in the area collapsed the tunnel's second opening, also referred to as an emergency or ventilation opening. State law requires that all deep mines have a second opening, so until the miners can bore through to the surface, hopefully within the year, the mine is off-limits to visitors.

The rest of the money will go toward upgrading the museum facility which is located in a large brick structure that served as a wash shanty where employees washed and stored their work clothing. The museum has an impressive array of memorabilia from the bygone days of underground anthracite mining.

ABOVE and BELOW KODACHROMES ANTHONY J DIVENNA

PENNSYLVANIA 0-6-0 CLASS B6sa No.60 is preserved and sits in Hockessin, Delaware, on the property of the Wilmington & Western Railroad. The locomotive (**left**) is owned by railfan Matt Minter and has been cosmetically restored by 4 States Railway Services, Inc., owners of the recently-formed West Chester Railroad excursion line. No.60 was once assigned to PRR's 30th Street Station, and later saw service on the Delmarva Peninsula and in the Pittsburgh area. In the mid-1950's, it was acquired by a metal fabricating plant which used it as a stationary steam supply, where it received a larger tender from an H-class Consolidation replacing the original slope-back tender for greater water capacity. Another 0-6-0, former Atlanta, Birmingham & Eastern No.58 (Baldwin, 1907), has been moved from the Delaware Valley Railway in Avondale, Penn., to the W&W in Greenbank, Delaware, where it will be restored to operation.



AMTRAK'S 20-TON PLYMOUTH "CRITTER" (**left**) does not get as much attention as the Genesis units and long distance passenger trains, but it does do an important job, shunting ballast cars at a quarry in Glen Mills, Pennsylvania, located along SEPTA's West Chester Line. Glen Mills Quarry has donated a similar 20-Tonner to the tourist-hauling West Chester Railroad, which plans to put it on display at their West Chester, Penn., station.

NEW HOPE & IVYLAND GP30 2198 (ex-Conrail 2198, exx-Penn Central 2198, exxx-Pennsylvania 2198, nee-PRR 2250) was at NH&I's New Hope, Pennsylvania, station on January 31, 1998. The engine was recently painted and will be finished off with safety stripes along the frame. In other NH&I news, Consolidation No.40 is in for a running-gear overhaul while a GP7 from the East Penn Railways is on its way to New Hope in exchange for SW1 9423 (ex-Amtrak 9423, exx-PC 9423, nee-PRR 9423).

BOTTOM and ABOVE RIGHT KODACHROMES: STEVE BARRY / BELOW LUMEDYNE LIGHTING BY FRED JONES, JOHN TULLY, FRANK ETZEL and STEVE BARRY

RESTORED PENNSYLVANIA GP7 7000 (ex-New Jersey Transit 7000, exx-Conrail 7000, exxx-Penn Central 7000, nee-Pennsylvania 7000) has been painted in Pennsy Brunswick Green, which is very close to black, and is on the Black River & Western Railroad in Ringoes, New Jersey. The cosmetic restoration of the first generation Geep (**left**), which was photographed at Ringoes on January 31, 1998, was made possible through funds donated by New Jersey's local historical societies and administered by the United Railroad Historical Society, a blanket organization which owns many pieces of equipment that are significant to New Jersey's railroad past. The vehicle posing with the classic hood unit is a vintage 1950 Chrysler owned by Mike Reebie. The unit will have its Train Phone induction radio antenna reinstalled and will be leased to the Cape May Seashore Lines for their tourist passenger operation in southern New Jersey.

The last day of

The Berlin Mills

Railway

by George Melvin

PHOTOGRAPHY: GEORGE MELVIN, EXCEPT AS NOTED

***BERLIN MILLS RAILWAY SW1 731** was working the River Yard in Berlin, New Hampshire, on November 3, 1997. This would be the last day of independence for the railroad, as it became a part of the St. Lawrence & Atlantic the next day. That same day, the former Amtrak switcher was heading east toward Cascade switch on the StL&A main after dropping its cars for interchange (**left**). A bridge removed from service on the Berlin Mills in 1994 necessitated the short line using the StL&A main to reach both of the mills served by the railroad.*

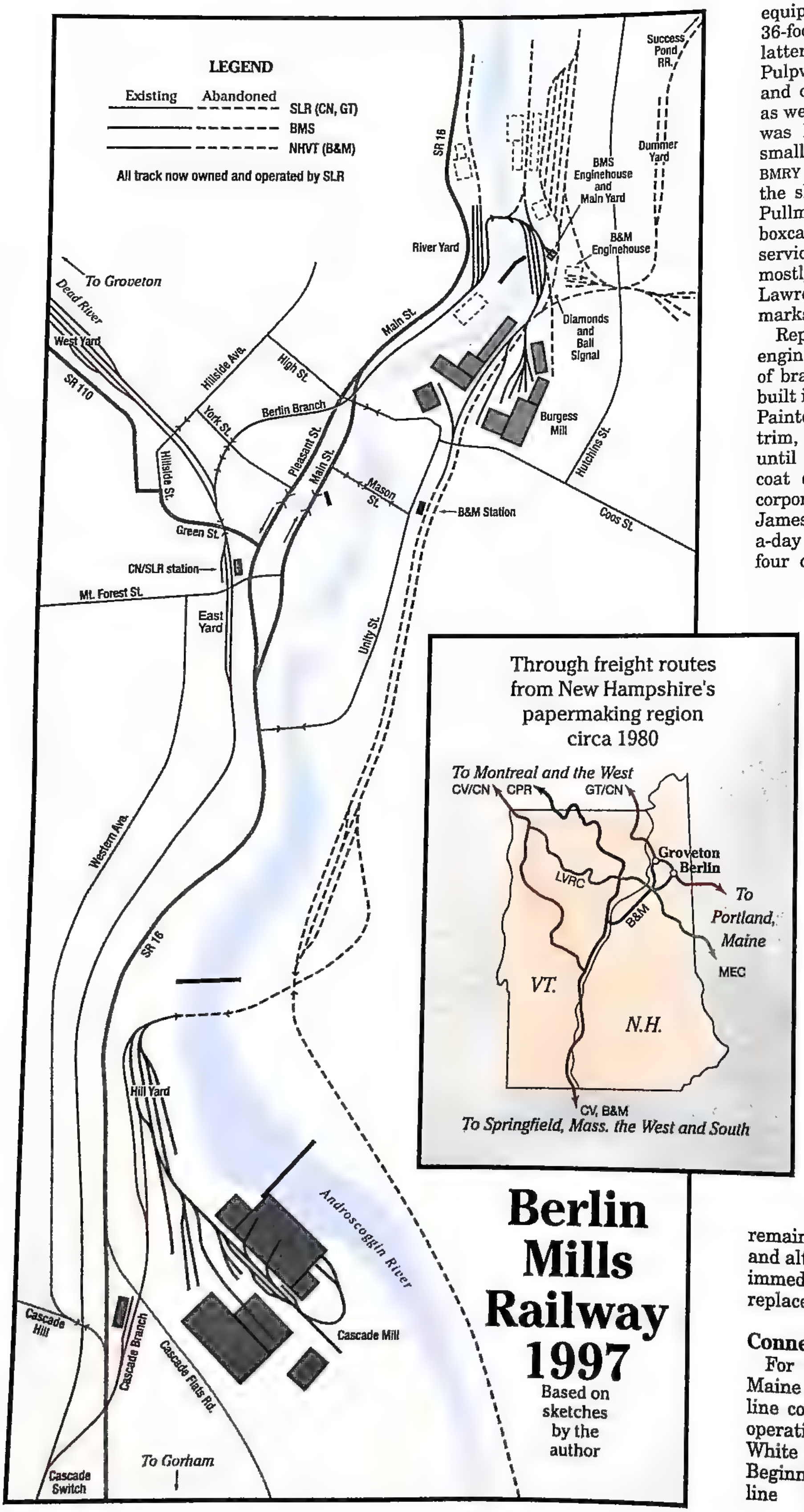
IT WAS A CRISP MORNING, but not that cold for the White Mountains of New Hampshire in early November. I noted there was no frost on the lawns as I arrived in Berlin. It was now official that the Berlin Mills Railway would soon cease operations and the mill switching for the Berlin Mills owner Crown Vantage Corporation would be taken over by my employer, the St. Lawrence & Atlantic Railroad. Much had been done in preparation for this change and I had been taken off my job as day dispatcher in the StL&A's Auburn, Maine, headquarters to continue the takeover process. On this Monday, November 3, 1997, I would ride with the Berlin Mills train crew for the full day. The reason for the ride was to determine what needed to be done to implement the StL&A's computer-based car control and movement system, managed from our Auburn office, and replace the existing labor-intensive manual system based in Berlin.

My thoughts as I approached the security gate at the Burgess Mill in Berlin were a tangle of excitement and apprehension. I was excited about the expansion of my company and the opportunity to see the Berlin Mills up close — their mission as a plant railroad had made observing and photographing their operation quite difficult over the years that I had visited the Berlin area as a railfan. My apprehension was based in my own job experiences relating to mergers and the like over the years, knowing my presence might not be all positive in the minds of the railroad's employees.

A quick history lesson

While about nine miles of Berlin Mills track still exist in Berlin and nearby Cascade, this is a remnant of what had been a total transportation system feeding several independent mills, with the two remaining mills now both operated by Crown Vantage. From 1894 until 1907 a logging road, the Success Pond Railroad, had run northeast from a spot near the present Berlin Mills enginehouse for eleven miles to Success Pond on the Maine border. A piece of that trackage was used by the Berlin Mills into the 1950s to reach Dummer Yard, a storage area north of the mills. There had even been two diamond crossings between the Boston & Maine and the Berlin Mills protected by a ball signal used until about 1970!

The Berlin Mills and the Brown Company, a previous operator of the mills, had always operated a substantial fleet of captive freight equipment, consisting of second-hand boxcars, hoppers and gondolas. There was also a few vintage pieces of work



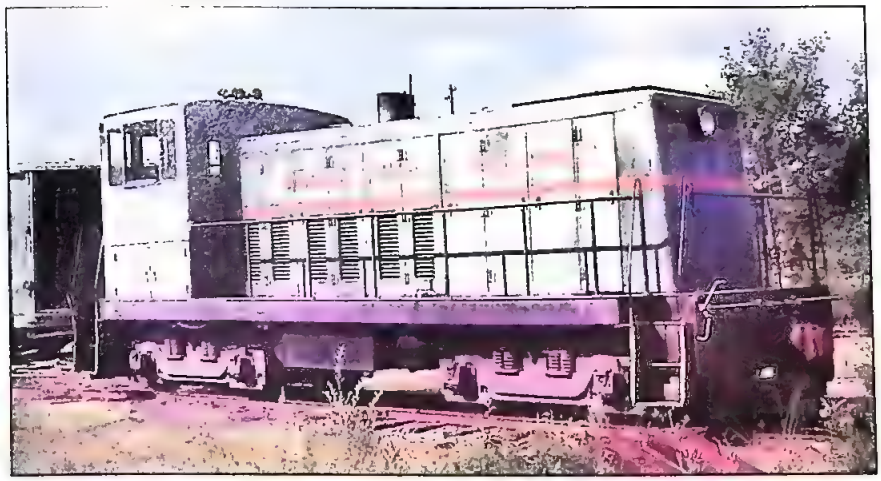
equipment including a snowplow and 36-foot boxcar on Fox trucks, the latter in use as late as 1971. Pulpwood and coal was stockpiled and distributed to the various mills as well as woodpulp, and scrap paper was handled between the mills. A small fleet of 40-foot boxcars lettered BMRY is still in interplant use. During the short line boxcar era, a fleet of Pullman Standard 50-foot cushion boxcars were run in interchange service. Some of these cars, now mostly stenciled with the St. Lawrence & Atlantic's reporting marks of SLR, are still used at Berlin.

Replacing a fleet of Baldwin tank engines in 1948 and 1949 was a pair of brand new GE 70-Tonners, No.15 built in 1948 and No.16 built in 1949. Painted a forest green with orange trim, the pair stayed in this livery until 1983 when the 15 received a coat of lime green and white, the corporate colors of then-mill owner James River. Providing up to 24-hour-a-day service to the mills for the next four decades took its toll on these little brutes, and larger freight cars made them less effective. By the mid-1980s, B&M SW1s were often leased to help out.

In 1986 a trio of Amtrak SW1s, numbered 731, 741 and 745, replaced the 70-Tonners. Of New York Central and Pennsylvania lineage, these engines were no newer than the GE's, but being larger they offered about one-third more tractive effort. The 70-Tonners were sold to the Belfast & Moosehead Lake in 1987. The SW1s ran in a modified Amtrak paint job, with their Amtrak numbers and BERLIN MILLS on the cabs until 1996, when the 731 and 741 received their new silver and red image with the Crown Vantage logo on the hood. The 745, by this time used for a parts source, was not painted and was scrapped in summer 1997. Both remaining SW1s are in good shape and alternate in service. There are no immediate plans for the StL&A to replace them.

Connecting with the outside

For many years, the Boston & Maine had been the principal main line connection for the Berlin Mills, operating a daily train to and from White River Junction, Vermont. Beginning in the late 1970s, the B&M line fell victim to deferred



***TWO GE 70-TONNERS** were used by the Berlin Mills from the late 1940s until 1986, when former Amtrak SW1s were purchased. Berlin Mills 70-Tonner No.15 was purchased by the railroad in 1948, while sister No.16 was purchased the following year. No.15 was photographed at Berlin on July 18, 1983. On the last day of Berlin Mills operation, November 3, 1997, SW1 731 was negotiating the tight curves of the Cascade Mill **(below)**.*

maintenance and lack of other business north of Whitefield, New Hampshire. B&M owner Guilford Transportation cut back service on the line before leasing it to short line New Hampshire & Vermont on February 1, 1990.

The service of the NH&V in Berlin was sporadic over the years and the Berlin Mills had come to rely completely on the Canadian National's old Grand Trunk line (part of the StL&A after 1989) for all its interchange freight. The former B&M yard in Berlin, just north of the Berlin Mills yard, has been ripped up for a couple years and the main line to Whitefield was taken up in spring 1997.

Today, connection is made with the former Grand Trunk line of the StL&A at two points. The first is at the end of the one-mile-long Berlin Branch, across the river from the main yard of the Berlin Mills Railway just north of the Burgess Mill. This line joins the StL&A main line just west of the station in downtown Berlin. The other connection is via the .7-mile Cascade Branch, which leaves the StL&A main 1.9 miles east of the Berlin station at Cascade switch for service to the Cascade Mill. For years the larger road ran down each branch to make the interchange with the Berlin Mills. In 1994, a bridge on the Berlin Mills main line between the two mills was placed out of service and the railroad then began using trackage rights over the StL&A main line, as well as both branches, between Berlin and Cascade to serve the Cascade Mill. At this time, the Berlin Mills began interchanging their traffic from and to both mills in the StL&A yard in Berlin. Even though the original Berlin Mills main line was severed, the distance of the"main line run" of the railroad was actually increased a little bit.

On duty

After checking with security on the cold November morning in 1997, I was escorted to the small yard office and enginehouse just north of the mill. My first contact was with shopman Raymond St. Onge, a 22-year veteran with the short line. His warm reception and handshake from the walkway of SW1 731 inside the well-kept enginehouse dismissed most of my concerns. Ray hadn't decided whether to accept the St.L&A job offer as yet, so he was eager to get some input from another career rail worker. Soon I was in the yard office where conductor Joe

Piche, engineman Gary Aube and trainman David Croteau, who had just reported for duty at 7:00 a.m., were preparing for the day's business. They had accepted the job offers and were cautiously optimistic about the future.

Just before 8:00, Gary brought the 731 out of the enginehouse. It had been inspected and warmed up by Ray already, and we were off to switch the Burgess Mill complex. This is the northernmost of the two mills operated by Crown Vantage at Berlin and the most imposing to view, with tall buildings, stacks and piping perched on a small plateau on the mountain slope reaching away from the east bank of the Androscoggin River. It is a pulp mill, meaning it converts raw fiber in the form of pulpwood and woodchips into woodpulp, an intermediate product in the paper making process. This woodpulp, manufactured in various grades, is shipped in slurry form through a pipeline about two miles south to the Cascade Mill, where it forms the raw material to manufacture finished printing paper. Some woodpulp is also dried and baled and then shipped by rail or truck to other paper mills in the U.S., Canada and overseas.

Working the Burgess Mill took about two hours, with the little 48-year old switcher performing flawlessly to haul cuts of loaded boxcars up the steep grade from the pulp loading tracks to the yard. After a coffee break it was time to run down the StL&A Berlin Branch to pick up cars from the interchange yard dropped the previous afternoon by StL&A through trains No.393 and 394.

Last day?

We came back with eight cars from the StL&A and switched them out, separating a couple destined for the Cascade Mill, and then started making up our outbound interchange train. After a quick lunch break, we took our cars from the Burgess Mill across the Androscoggin River on a veteran single span bridge and around a very tight curve into the River Yard, where the outside interchange had once taken place. This curve, equipped with guard rails, will ensure the usage of SW1s or similar switchers for a time, as the GP9s owned by the StL&A cannot negotiate its tight curvature.

In the River Yard, we doubled our train together, with a total of 18 cars destined for the StL&A. Engineer Aube switched to the StL&A road channel and called the dispatcher in Auburn. The dispatcher responded and Gary asked permission to use the main to set off our interchange cars, then run to Cascade with two additional cars and begin our switching there. Neither of the StL&A through freights were near Berlin as yet so permission was granted. We headed down the rather steep branch, cut through both lanes of busy Route 16, passed through backyards and crossed a small wooden trestle over Dead River. The view was an abrupt change from the mill confines of the morning.

Once on the St.L&A main we passed the handsome 1917 former Grand Trunk station (now a senior center) at Mt. Forist Avenue and made our set off for the StL&A in the East Yard, then headed east down the StL&A main.

At Cascade switch, we reversed direction and backed the short distance over Route 16 into the Hill Yard at Cascade. As we arrived there, the Berlin Mills Railway office called on the radio and informed the crew that this will be their last day of work for the Berlin Mills — tomorrow, they would be a StL&A crew! It was a poignant moment which I was pleased to be a part of. Instructions were received to telephone the office when they could get to a phone.

With cars for the Cascade mill assembled on each end of the unit, we went down the hill into the mill, a low profile group of buildings compared to the Burgess pulp mill, with a mixture of old and modern buildings. Here, additives and fuel oil brought by rail are consumed and finished paper is shipped out. With the Berlin Mills main not used to reach Cascade, the route into the mill is a switchback maneuver from the StL&A main. As we switched at Cascade, we could see westbound StL&A train No.393 pass Cascade switch up on the hillside.

When our duties took us near the mill gate, the crew took a break to make the phone call. There to meet them was their boss, Crown Vantage traffic manager Carl Ramsdell, who thanked them for their faithful service and wished them well. Local railfan Don Provencher was on hand to photograph the crew on this historic day.

Still more switching

Our switching chores underway again, we worked a couple of tracks with sharp curves that will also remain restricted to the small switchers of the Berlin Mills. Several times I was reminded of trackage which once existed in the southern part of the state that had originally been part of the Claremont Street Railway, and operated until the early 1980s by the Claremont & Concord.

About 3:00 p.m., with shadows growing long this late autumn day, we retraced our route back to the Burgess Mill and, after making a switch on a chemical track, we put the SW1 to bed in the enginehouse. It was 5:30 p.m., and the end of an era. I thanked the crew for all their help, as I had asked a

Railfan & Railroad Index to Volume 16 1997

Index compiled by Robert Mohowski and Steve Barry

A

"A Second Chance," Apr97 8
"Action on Conrail's Reading Line: Belt to Bum," Feb97 28
Adirondack:
  Special operation, Jan97 26, 27
Agence Metropolitaine de Transport:
  Operates temporary commuter service in Montreal, Nov97 25
Age of Steam Museum:
  Operates ATSF Doodlebug, Oct97 25
Ahern, F.J. "Rick" (Cover One Contest) Dec97 62
Alabama & Gulf Coast Railway:
  Will use GP30s, Dec97 66
Alaska Railway: GP40 3021 to B&B, Jul97 7
  Three ex-Alaska units at other locations, Jul97 7
Amador Central:
  "Amador Central's Silent Spring," Oct97 47
"Amador Central's Silent Spring," Oct97 45
American Orient Express:
  1997 Schedule, Feb97 12
  Visits Grand Canyon, Jan98, 34
American Railroad Centre:
  An American S1 in Britain, Jan97 24, 25
Amtrak:
  A Special *Adirondack*, Jan97 26, 27
  AEM7 in New NorthEast Direct Paint Scheme, June97 64
  AMD 103, awaits shipment to CR juniata shop, Feb97 25
  Amcuisine: *Coast Starlight* style (On the Menu), Nov97 52
  "Amtrak's *Coast Starlight*: Seeking Perfection," Nov97 46
  Budget woes, May97 23
  Canadian Sunshine Rails Operates dinner service, Aug97, 18
Chicago engine service facility rebuilt, Sep97, 25
Chicago service to continue, Apr97 24
Facelift of Martinsburg W. Va station, May97 66
Fast Mail derails in New Jersey, Mar97 24, 25
Fate of *Lake Shore Limited* delayed, Aug97 24
First southbound *Ethan Allen*, Apr97 25
Former F40's in Tri-Rail, July97 66
Florida Fun-Train, Aug97 26
Funding problems continue, Sep97 24
IC/3 *Flexliner* promotes commuter rail service, Nov97 66
Inspection run in Iowa, Jul97 25
"Northeast Corridor" P42, Nov97 3, 42
Operates "REA" Cars, Aug97 26
Orders more locomotives, Jul97 24
Reflective paint scheme on GE P42DC engine, May97 8
Roadrailer, Jan97 27
The *Marlboro Unlimited* Test Run, Feb97 24, 25
Southwest Chief derails, Nov97 26, 27
To continue the *Texas Eagle*, Nov97 24
"Western Railroading's Worst Disaster," Apr97 22
"Amtrak's Coast Starlight Seeing Perfection"
  Porterfield, James D., Nov97 46
Arizona & California Railroad:
  Gets Five GP30's, Mar97 26, 66
Arkansas & Missouri:
  FBI Investigates Evidence, Sep97 26
Association of Railroad Museums:
  Gets Seat on Federal Railway Administration Safety Advisory Committee, Feb97 26, 27
Atchinson, Topeka & Santa Fe
  Doodlebug M-160 on the Road, Oct97 25
  Future on BNSF, Aug97 41
  "Land of the Enchanting Blades," Jul97 46
  Santa Fe 4-8-4 2921 (submerged in flood water), Apr97 65
Atlantic Coast Line:
  "Richmond's Railroads," Oct97 32
Austin & Texas Central:
  "Those Harriman Mikados" Jun98, 46
Australia:
  Aussie Super Power (new CV40-91 units), May97 26, 27
Autry, Gene:
  Gene Autry's "Mudhen" 463, Jan97 26, 64

B

"Back In Oregon," Jun97, 7
Baker, Tom (Eastrail), May97 53
Bailey, Fred (Cover One Contest), Dec97 62
Bailey, Grace (Cover One Contest), Dec97 62
Balkin, Marc (Eastrail), May97 53
Ball, Don Jr.:
  "C&O 614 and Moose," Sep97 31
Ball, Fenner:
  "C&O 614 and Moose," Sep97 31
Baltimore & Ohio:
  Facelift of Martinsburg (W. Va) Station, May97 66
  FPA4 repainted on Northern Central, May97 66
  Restored Baldwin, 412, Apr97 64
  Tom Thumb on Hand for CSX Station Donation, Feb97 25
  Towers near Cumberland, Md., Apr97 25
  "Viaduct Junction Tower Tumbles," Dec97 28
Bangor & Aroostook:
  Revives red, white & blue boxcar scheme, Jul97 27
Barnett, Tom, Feb97 26
Barry, Genie, Apr97 62
Barry, Steve:
  EastRail, May97 52
  Gets married, Apr97 62
Barry, Steve (articles by):
  Digital is coming (Camera Bag) , Jul97 20
  "Fireball on the Mountain!," Nov 97 28
  Location, location... (Camera Bag), Oct97 53
  "The Stampede Run," Sep97 28
  Steam photo freights (Camera Bag), Nov 97 54
  "Through the Rockies with 844," Oct97 31
"*Belle's* Back!," Apr97 7
Belt Railway of Chicago:
  56, 420 overhauled, May97 3
Battenkill Railroad:
  RS3 on Excursion Train, Sep97 66
Beaufort & Morehead:
  "The North Carolina Parts Railway," Jun97 38
Beigest, Max (GCRy), Jan97 30
Bellis, Alan:
  "The Phillipsburg Railroad Historians, Inc.," Oct97 7
Belvidere & Delaware River Railway:
  Gets locomotives from Vermont, Sep97 7
Bensman, Gary, Jan97 29
Benson, John C. (Cover One Contest) Dec97 62
Benson, Ted (article by):
  "Amador Central's Silent Spring," Oct97 45
Benson, Ted (Winterail), Jun97 52
Berlin Mills Railway:
  Ends operation, Dec97 6, 24
Bess, Mark A. (article by):
  "The West Iowa Bottleneck," Aug97 28
Bianchi, Curt (article by):
  The ultimate map? (Camera Bag), Apr97 14
Birmingham Southern:
  Last Train To Downtown Birmingham Ala., Oct97 27
Black Hole of Newton, Mar97 63
"Black is Beautiful," Jan97 61
Bloomer Shipper Connecting Railroad:
  Adopts CB&Q style scheme, Dec97 66
Bohi, Charles (article by):

The entire contents copyright © 1997 by Carstens Publications, Inc.

"Land of the Enchanting Blades," Jul97 46
Boise Locomotive Company:
To build locomotives, Jun97 24
Bokeko, William (Cover One Contest), Dec97 60
Book Reviews:
Boston's Depots and Terminals, Richard C. Barrett, Mar97 56; *Burlington Bulletin No. 33, The S-4 Hudson*, Hal Wagner, Dec97 23; *By the El: Third Avenue and its El at Mid-Century*, Lawrence Stelter, Jul97 53; *Cincinnati & Columbus Traction Co., Hillsboro Short Line, The Swing Line*, David McNeil, May97 22; *Classic American Railroads*, Mike Schafer, Feb97 52; *The Compendium of American Railroad Radio Frequencies*, Gary Sturm and Mark Landgraf, Aug97 56; *The Cumberland & Pennsylvania Railroad: Western Maryland's Historic Coal Carrier*, Deane Mellander, Nov97 56; *Dragons on the Great Rails*, Murai Kazumasa, May97 18; *EMD's SD60 Series: Steppingstone to the 21st Century*, Feb97 52; *Fairbanks-Morris Locomotives in Color*, Jim Boyd, Jan97 51; *The Feather River Canyon: Union Pacific's Heart of Stone*, Steve Schmallinger, Aug97 55; *The Great Machines: Poems and Songs of the American Railroad*, Robert Hedin, Feb97 49; *Great Rail-Trails of the Northeast*, Craig Della Penna, mar97 56; *Houston Electric, The Street Railways of Houston*, Steven M. Baron, Aug97 57; *The Iowa Railfan Guide*, Dana Grefe, Jul97 52; *Light Rail in Europe*, Michael Taplin, Aug97 57; *Lost Railroads of New England*, Ronald Dale Karr, Mar97 56; *The Milwaukee Road in Color, Vol. 2, The City of Milwaukee*, Jeffrey M. Koeller, Jul97 52, *My Western Pacific Railroad*, Norman Holmes, Aug97 54; *NJ Transit Rail Operations*, Joel Rosenbaum and Tom Gallo, Jun97 54; *The Official Locomotive Rosters & News*, James W. Kerr, Apr97 52. *PTC Rails: A Historical Review and Scenes of the Trolley Years*, Frederick A. Kramer and Samuel L. James, Jun97 54; *Rails to the Rim, A Milepost Guide to the Grand Canyon Railway*, Al Richmond, Feb97 50; *Ride With Me on LVT Through A-B-E*, Mervin E. Borgnir, Jul97 54; *Rio Grande Color Guide to Freight and Passenger Equipment*, Jim Eager, Feb97 51; *Rock Island Color Guide to Freight and Passenger Equipment*, Steve Hile, David H. Hickcox and Todd Miller, Feb97 51; *Scenes Along the Rails Volume 1: The Anthracite Region of Pennsylvania, Part 1*, John W. Hudson II and Suzanne C. Hudson, May97 18; *Southern Railway Color Guide to Freight and Passenger Equipment*, James Kinkaid, Feb97 51; *Spokane, Portland & Seattle*, Ed Austin and Tim Dill, Sep97 55; *The Story of the Grand Canyon Railway — Cowboys, Miners, Presidents and Kings*, Al Richmond, Feb97 50; *Subway Ceramics, A History and Iconography*, Lee Stookey, Apr97 53; *Valley Railways Trolleys on Harrisburg's West Shore*, C.L. Siebert, Jr. and Richard H. Steinmetz, Sep97 57.
Borkowski, Richard C. Jr. (article by):
"A Railfan Weekend," Nov97 32
Borg, Mar97 53, 3
Bost, Chris, Mar97 28
Boyd, Jim (articles by):
"Sorting Out Those Super Cabs," Jun97 28
"Sorting Out Those Super Cabs, Part Two, General Electric," Jul97 28
"The Two-Foot Returns to Maine," Nov97 38
Brandywine Scenic Railroad:
Operating Reading FP7 902, Jan97 3, 26
Brazil, Garth, Oct97 46
British Steam:
"Creating a Tornado," Aug97 16
Steam from Scratch, Aug97 62
Brockmeyer, Joe (article by):
"Metamorphosis of an SW1," Aug97 8
Brown, John, Jan97 22
Brown, Steve, Oct97 53
Burlington Northern:
Green scheme remains, Aug97 27
"Phil Hastings and Marshall Canyon," Sep97 42
Burlington Northern & Santa Fe:
Begins new service over High Line, Oct97 23
BN's Santa Claus Express, Apr97 64
Considers "weather friendly" routes, Aug97 23
Donates four engines to Illinois Railway Museum, Oct97 25
Double-tracking of NP Main, Jun97 25
Employee Appreciation Special, Oct97 3, 24
Engine and Slug yard set, Sep97 64
Former GN GP30 in new BNSF colors, Nov97 65
"Frisco 1522 and the BNSF," Aug97 38
"Frisco 1522: Too Short a Trip," Sep97 19
Houlihan's Hooligans, Feb97 59
"Manas Pass Revisited," Mar97 34
"Marshall Canyon," Sep97 32
New paint scheme on Dash 9-44CW, Dec97 3, 24
100 unit order of GE Dash 9-44CW, Nov97 3, 24
Retains BN scheme, Aug97 27
Stampede Pass threatened, Apr97 26
States Rail completes purchase of BNSF trackage, Nov97 24
Steam program?, Jul97 63
Super Bowl Train, May97 27
To acquire 405 new locomotives, Aug97 26
To sell Camas Prairie Lines, Nov97 24
Tracking trains with Santa Fe's system, Feb97 28
"Western Railroading's Worst Disaster," Apr97 22
Burton, Sandy (Eastrail), May97 53

C

"California Street Cable Railroad," Dec97 47
Willey, George R., Dec97 46
Caltrain:
New paint scheme, Oct97 27
Camera Bag:
Digital is coming, Jul97 20
Eastrail returns, May97 52
Fireproofing photos, Dec97 11
Location, location.... Oct97 53
Magic moments, Sep97 10
Now it's time for Lumedyne, Jan97 55
Photography is still fun, Feb97 48
Shoot for the Moon, Mar97 7
Steam photo freights, Nov97 4, 54
The ultimate map?, Apr97 14
When the world was black & white, Aug97 52
Winterail '97 from the inside, Jun97 52
Canadian National:
A little bit of clay, Apr97 26, 66
Announces *New England Clipper* service, Aug97 26
Continues push for better U.S. access, Oct97 23
Moncton to Mont-Joli network for sale, Nov97 26
Reaches agreement with CSX, Dec97 24
Responds to Break-Up of Conrail, Jun97 26
Canadian Pacific:
The *Empress of Agincourt* RSD17, 8921 (goes to museum), May97 25
New paint scheme on GE AC 4400 CW, Dec97 3, 24
Spending $12 million in 1997, Nov97 24
Canadian Railway Museum:
Canadian Steam!, Oct97 8
Canadian Sunshine Rails (On the Menu), Aug97 18
Cantrall, Larry (article by):
"Return of the Sumpter Valley," May97 41
Cape Breton & Central Nova Scotia:
No longer "all Alco", Oct97 25
Carroll County Rail:
Ex L&N RS11 352, Feb97 3
Carolina Rail Service:
"The North Carolina Parts Railway," Jun97 38
Carolina Southern:
Paints ex-CN F-unit, Jan97 3
Cartier Railway:
"Cartier: Alcos and Iron Ore," Dec97 30
Cascade & Columbia River
Acquires two GP40s, Apr97 27
Cass Scenic Railroad:
Cass connection cancelled, May97 24
Magic moments (Camera Bag), Sep97 10
WM Shay 6 return to service, Feb97 26, 52
Centerville & Southerwestern, Oct97 7
Central Coast Chapter NRHS:
Announces Royal Gorge trip, Mar97 62
Steam on the Royal Gorge Route, Sep97 65
"Through the Rockies with 844," Oct97 31
Central Railroad of New Jersey:
Restored GP7, 1524, Apr97 64
"Charles Kuralt,Railfan at Heart," Oct97 54
Chesapeake & Ohio:
"Richmond's Railroads," Oct97 32
"Flues Blues," Aug97 9
Chesapeake & Ohio 614:
C&O 614 and "Moose", Sep97 31
New Hope for C&O 614, Mar97 28
Operates in North Jersey, Jan97 56, 26
Chicago & North Western
"The West Iowa Bottleneck," Aug97 28
You will be assimilated (ex-CNW GP50 5513), Mar97 3
Chicago, Burlington & Quincy: 4960:
"A New Career for an Old Friend," Jan97 28
Chicago Central:
Twilight of the CC, Aug97 27
Chicago, Milwaukee, St. Paul & Pacific:
"Phil Hastings & Marshall Canyon," Sep97 42
Chicago, Milwaukee, St. Paul & Pacific 261:
Visits Galesburg, Ill., Oct97 25
Christopher, Bill (article by):
"Metra's North Central Service," Feb97 36
City of Prineville Railway:
Operates steam spectacular, Jan97 23, 64
Clinton Terminal:
Becomes independent, May97 26
Coast Starlight:
Amcuisine *Coast Starlight* style (On the Menu), Nov97 52
"Amtrak's *Coast Starlight*: Seeking Perfection," Nov97 46
Coates, Wes, Jan97 25
Container System:
"King Coal Goes Intermodal," Jan97 42
Columbus & Greenville Railway:
Purchase of Two GP38s, Oct97 66
Connecticut DOT:
Catenary clearance test train, Mar97 27
Continental Grain Co.:
Owns Alco HH600, Jul97 25
Conrail:
"Action on Conrail's Reading Line: Bell to Bum," Feb97 28
Carnegie Cluster purchased by RailTex, Apr97 3, 26
CN Responds to break-up of Conrail, Jun97 26
Conrail/CSX/NS Update, May97 24
Conrwalry Update, Mar97 23
CSX and Conrail Announce Merger, Jan97 23
CSX and NS to Carve up Conrail, Jun97 23
CSX-Conrail Merger Update, Feb97 23
Dirt train operation in New Jersey, Nov97 26
GE C32-8's on "Ballast Express", Jul97 64
Halts sale of rail cluster, Jul97 26
Hopper train service in PA, Jun97 27
Map of CSX and NS dividing of Conrail, Jun97 27
Merger maneuvers continue, Apr97 24
NS/CSX takeover update, Jul97 23
Runs NS geometry train, Sep97 3
"Selkirk!," Apr97 38
Split to come sooner than expected, Aug97 24
Washout Forced, Apr97 24, 66
West Shore Work Slide, Jul97 3
Cook, Roger, Oct97 53, Feb97 24
Cover One Contest Announced, Aug97
"Creating a Tornado," Aug97 16
CSX Transportation:
Conrail/CSX/NS Update, May97 24
Conrwalry Update, Mar97 23
CSX and NS to Carve up Conrail, Jun97 23
CSX Richmond Connection opened, Jun97 24, 25
CSX and Conrail announce merger, Jan97 23
CSX/NS takeover update, Jul97 23
CSX/WC ore trains, Jul 97 26, 27
GE leaser EMD's for CSX, Aug97 24
"Help and High Water," Aug97 46
Merger maneuvers continue, Apr97 24
Modified paint scheme on AC6000 CW's, Jan97 3
Now track alignments at Potomac Yard, Sep97 25, 26
Reaches agreement with CN, Dec97 24
Reroutes train in Ohio due to trackwork, Nov97 25
"Richmond's Railroads," Oct97 32
"The Ohio River Valley Floods of March 1997," Jul97 8
To build 270 miles of double track, Sep97 24
Towers along the former B&O lines, Apr97 25
Transfer title of Ellicott City station, Feb97 25
"Viaduct Junction Tower Tumbles," Dec97 28
Cumbres & Toltec Scenic Railroad:
The *Eureka* to Cumbres, Oct97 28
To get new turntable and roundhouse, Jul97 24

D

Dakota, Minnesota & Eastern:
Wyoming wants in for coal traffic, Sep97 23
Danbury Railway Museum:
Obtain New Haven railbus 15, Jan97 24, 25
Paints RS1, Aug97 7
Danscomb, Guy (Winterail), Jun97 52
Decatur Junction Railroad:
Two Santa Claus Specials, Apr97 25
Deen, Bill (article by):
"Heritage of the Nevada Northern," Jul97 43
Delaware-Lackawana Railway:
Hosts night photo session, Feb97 60
Major industry coming to Pocono region, Dec97 26
Del Vecchio, Mike:
Del Velcchio goes downton, Feb97 57
Del Vecchio, Mike (articles by):
"Canadian Steam!," Oct97 8
"Charles Kurall: Railfan at Heart," Oct97 54
"4960's Grand Debut," Jan97 34
"Frisco 1522: Too Short a Trip," Sep97 19
"New Hope for C&O 614," Mar97 28
Now it's time for Lunedyne (Camera Bag), Jan97 55
"Off to War," Sep97 8
"One Frame — Five Trains," Feb97 57
Shoot for the Moon (Camera Bag), Mar97 7
"Western Railroading's Worst Disaster," Apr97 22
Denver & Rio Grande Western:
Durango & Silverton Narrow Gauge Sold, Apr97 26
First Rio Grande engine painted in UP colors, Dec97 66
Gene Autry's "Mudhen 463," Jan97 26, 64
GP40 3134 working on Metrolink, Nov97 65
Moffat Tunnel for Sale, Feb97 24
Motive power extremes D&RGW GP30's, Feb97 3, 23
Ski Train, Oct97 3, 24
Tennessee Pass' Last Grande Hour, Nov97 23
UP Steam on Royal Gorge Route, Sep97 65
Dewes, Dan, Feb97 26
"Different Faces," Feb97 7
Dinner Train Express: New Dinner Train Service, Oct97 26
"Distributed Power with a 1943 Alco 4-8-4," Mar97 50
Dorn, Dick (Winterail), Jun97 52
Doughty, James (article by):
"San Pedro & Southwestern," Nov97 40
Drunk bears, Mar97 37
Duluth & Northeastern:
D&NE's No 30, Jun97 62
"The Duluth & Northeastern, Dieselized and Downsized," Apr97 28
Duluth, Missabe & Iron Range:
"Duluth & Northeastern Dieselized and Downsized," Apr97 28
Durango & Silverton Narrow Gauge:
Bradshaw sign letter of intent to sell, Feb97 24
D&SNG sold, Apr97 26
Mudslides halt operation, Dec97 25

E

Earnhardt, Dale, Aug97 08
East Broad Top Railroad:
Holds annual fall spectacular, Feb97 25
Eastern Farmer Co-op:
Puts Baldwin DS4-4-1000 up for sale, Oct97 66
Eastern Idaho Railroad:
Applies nose lettering, Apr97 27
Special delivery on GP35 793, Jan97 26, 27
East Penn Railway:
Hosts night photo session, Dec97 27
EastRail:
EastRail is Back!, Feb97 58
EastRail returns (Camera Bag), May97 52
EastRail Update, Mar97 63
East Troy Electric Railroad:
"Train to Trolley" excursion, Sep97 59
Edaville Railroad:
Return of steam operation, Sep97 62
Effingham Railroad:
New Illinois shortline, Nov97 64
Electro-Motive Division:
"The 6000 h.p. race is on!," May97 28
"Sorting out those super cabs," Jun97 28
General Motors SDL40-2, Jun97 24, 66
SD90MAC 8201 on UP, Feb97 3, 23
SD90MAC in 75th Anniversary scheme, Jul97 66
Empress of Agincourt:
Goes to museum, May97 25
Energizer Bunny, Jun97 65
Erie Railroad:
E8 835 at Morristown, NJ, Jul97 3
"Genesee Country Alcos," Jan97 36
Erie Lackawanna:
"Genesee County Alcos," Jan97 36
SD45 3607 back to original color, Oct97 24, Nov97 65
Ethan Allen:
First southbound run, Apr97 25
Etzel, Frank (EastRail), May97 53
EuDaly, Kevin (Winterail), Jun97 52
Eureka:
"The *Eureka* to Cumbres," Oct97 28
Eureka & Palisades:
The *Eureka* to Cumbres, Oct97 28
The other Eureka engine, Nov97 62
Excursion insurance reform in Virginia, Jun97 24

F

"4960's Grand Debut," Jan97 34
"Fair Days in Dansmuir," Jun97 8
Fall Roads Railroad:
Operating over ex-NYC trackage, Mar97 26, 66
Fast Mail:
Derails in New Jersey, Mar97 24, 25
Ferrocarril Del Norente (Mexico):
Sold to new operators, Mar97 24
Ferrocarril del Pacifico:
FCP "SLP-3" No.521, Nov97 63
"Fireball on the Mountain," Nov97 28
Flanary, Ron (Cover One Contest), Dec97 62
Flexliner:
Promotes commuter service, Nov97 66
"Flues Blues," Aug97 9
Fireproofing photos (Camera Bag), Dec97 11
Forero, George, Jr.(article by):
"Fair Days in Dunsmuir," Jun97 8
Fort Worth & Western:
New color scheme, Nov97 64
Franklin Park, Ill., Railroad Days, Sep97 25, 26
Franzen, Robert:
"4960: A New Career for an Old Friend," Jan97 28
Mixes steam locomotives (Railfun), Jan97 57
"Frisco 1522: Too Short a Trip," Sep97 19
From the Publisher's Desk:
Algoma Central, Nov97 4
Artifacts, Feb97 4
The Baby Streamliner, Jul97 4
Before Railroads, May97 4
Colorado, A First Visit, Mar97 4
Cooperstown Memories, Oct97 3
The Friendly Rails of United, Sep97 3
The Great Railroad Shows, Aug97 4
Hudson River Ferries, Dec97 4
Railfan Safari, Jun97 4
Study on Contracts, Jan97 4
That Lifetime Rail Trip, Apr97 4

G

Galesburg, Ill., Railroad Days, Oct97 25
Gasoline Alley:
Remembering the Old Depot, Jul97 62
Gears, Tom, Mar97 26, 64
General Electric:
EMD 75th Anniversary Open House, Dec97 64
Leaser EMD's for CSX, Aug97 24
New AC4400CW in UP Colors, Aug97 66
"The 6000 h.p. race is on!," May97 28
"Sorting Out Those Super Cab Part Two: General Electric," Jul97 28
"Genesee County Alcos: Livonia, Avon & Lakeville," Jan97 36
Genesee Rail-One:
To Operates CP Webbwood Subdivision, Sep97 24
Georgia Central:
Leasing NS U23B's, Jun97 64
Georgia-Pacific:
"Amador Central's Silent Spring," Oct97 45
Gettysburg Railroad:
Equipment move, Aug97 64
New F7, Jun97 27
Sold To Rail America, Mar97 24
Glattenberg, Gordon (Winterail), Jun97 52
Glischinski, Steve (article by):
"The Duluth & Northeastern: Dieselized and Downsized," Apr97 28
Golden Spike National Historic Site:
East Meets West, Oct97 62
GO Transit:
Expands into Hamilton, Nov97 66
Gore, Al:, Mar97 63
Gosney, Phil (Winterail), Jun97 52
Gramling, Barney, Mar97 48, 49
Grand Canyon Chapter NRHS:
Railfan Weekend, Jan97 34
Grand Canyon Railway:
"4960 A New Career For an Old Friend," Jan97 28
"4960's Grand Debut "
Proposes light rail, Jul97 24
"Green Mountain Boys," Sep97 7
Green Mountain Railroad:
Former Steamtown site becomes intermodal transfer, Nov97 25
Locomotives to New Jersey, Sep97 7
To remain independant, Aug97 26
Griffen, Ernest N., Feb97 24
Grizzly Flats Railroad:
Again in steam, Aug97 64

H

Hamilton, Arthur
"Welcome Home!," Feb97 43
Hammond Lumber Co. 2-8-2 #17:
Steams on Mount Ranier Scenic Railroad, Feb97 62
Hansen, Martin (articles by):
"Back in Oregon", Jun97 7
"A McCloud of Steam!," Dec97 41
Hartwell Railroad
Acquires former D&RGW GP30s, Apr97 3
Harvey, Paul, Feb97 58
Hastings, Phil (article by):
"Phil Hastings & Marshall Canyon," Sep97 42
Haul, Chris (article by):

"...Second Chance," Apr97 8
"...ures of Howard Fogg," Jan97 62
Hamil, Jack
On the Georgia 300, Apr97 46
Hemet Valley Railroad
East Meets West, Oct97 62
Hellalumps, Feb97 8
"Help and High Water," Aug97 46
Herbert, Dick (Cover One Contest), Dec97 62
"Heritage of the Nevada Northern," Jul97 43
High Country Flyer (Austin)
"Those Harriman Mikados," Jun97 46
High Iron Travel
Explorers VIII Excursion, Sep97 25
Hillebrant, Thomas (article by)
"Michigan Southern. The Old Road", Mar97 4
"Howard Fogg, (1917-1996)," Jan97 62
Hudson Bay Railway:
Rebuilt GP35's, Sep97 64
Hunter, Don (Winterrail), Jun97 52
Hurt, David (photography by):
"King Coal Goes Intermodal," Jan97 42

I

Idaho, Northern & Pacific:
Operates track in Idaho and Oregon, Apr97 3
Sends Engine to assist Nebraska Central, Feb97 27
Illinois & Midland.
Motive power changes, Jun97 26, 64
President's "Special" Train, Mar97 3
Illinois Central:
E9 Sent to Rail Celebration, Sep97 66
"The West Iowa Bottleneck," Aug97 28
Illinois Railway Museum:
Receives four former BNSF engines, Oct97 25
Index: Railfan & Railroad Index to Volume 15:1996, Feb97 32
Indiana & Ohio:
New Locomotives paint scheme, Sep97 27
"The Ohio River Valley Floods of March 1997," Jul97 8
Illinois Terminal:
McKinley High Line still in use, Sep97 27
Izaak Walton Hotel, Mar97 38

J

Jennison, Brian (Winterrail), Jun97 52
Jennison, Brian (article by):
Nevada Northern Photographer's Weekend, Jul97 38
Juniata Terminal:
SW1500 9275 makes debut, Apr97 3

K

Kansas City Southern:
"Belle's Back," Apr97 7
Invests in Mexico's Northeast Railway, Oct97 26
Passenger special, Sep97 25
Runs business train, Mar97 24
Trestle over spillway, Aug97 25
Kansas Eastern:
New WATCO short line, Apr97 27
Keene, Harold, Jan97 28
Kelcec, Tom (article by):
"Frisco 1522 and the BNSF," Aug97 38
Kelly, Amy, Mar97 38
Kelly, Bruce (articles by):
"Marias Pass Revisited," Mar97 34
"Marshall Canyon," Sep97 32
Kennecott Copper Corp.:
"Heritage of the Nevada Northern," Jul97 43
Kimball, Ward, Aug97 64
"King Coal Goes Intermodal," Jan97 42
Kozma, Leslie (article by):
"Land of the Enchanting Blades," Jul97 46
Krieger, Bob, Mar97 60
Kuralt, Charles:
"Charles Kuralt: Railfan at Heart," Oct97 54

L

Lake Junction:
Former Milwaukee and C&NW crossing in service Today, Aug97 25
Lake Shore Limited:
Fate of train delayed, Aug97 24
Lamb, J. Parker (article by):
"Those Harriman Mikados," Jun97 46
"Land of the Enchanting Blades," Jul97 46
Lang, Alex (article by):
"Action on Conrail's Reading Line: Belt to Burn," Feb97 28
Lang, Bill (article by):
"*Belle's* backl," Apr97 7
Lange, David G. (Cover One Contest), Dec97 62
Langford Underground Railroad:
Buried Alco S2, Apr97 27
Lanin, Joe:
Running Number 40, Jul97 44
Lawrence, Elrond G. (Cover One Contest), Dec97 62
Leachman, Rob (Winterrail), Jun97 52
Lee, Steve:
"Distributed Power with a 1943 Alco 4-8-4," Mar97 52
Honored by R&LHS, Aug97 22, 63
Royal Gorge Runbys, Oct97 64
Lehigh & New England:
SD38-2 HO models, May97 64
Lenzi, Karen, Feb97 24
Leon, Luis, Oct97 45
Link, O. Winston:
Rides behind C&O 614, Mar97 32
Little River Railroad:
The Little River and Michigan Southern, Mar97 42
Long Island Rail Road:
New York & Atlantic assumes freight operations, Aug97 23, 66
Receives new EMD engines, Dec97 25
Louisville & Nashville:
The *Spirit of Tennessee* E9s in L&N scheme, Mar97 27
Lowe, L.G., Jan97 30
LTV Mining:
Leases OM&IR units, Dec97 25
Scraps F Units, Oct97 27
Luckin, Dick:
The "China Man" (On the Menu), May97
Lumedyne flash gear:
Now it's time for Lumedyne (Camera Bag), Jan97 55
Lycoming Valley Railroad:
Using P&S SW9's, Jun97 66

M

Maine Narrow Gauge Railroad & Museum:
"The Two-Foot Returns to Maine," Nov97 38
Maps
Amador Central Railroad, Oct97 47
California St. Cable Railroad, Dec97 47
Carolina Rail Service, Beaufort & Morehead, Morehead City, N.C , Jun97 43
Chemin de fer Cartier Railway, Dec97 32
Cloquet, Minnesota, Apr97 33
Conrail's former Reading Line, Feb97 28
Conrail's Selkirk Branch, Apr97 45
CSX, NS Expand in the Northeast, Jun97 27
CSX Ohio River Flood Train, Aug97 47
Duluth & Northeastern General Logging Co. Duluth & Northern Minnesota, Apr97 28
Grand Canyon Railway, Jan97 33
Livonia, Avon & Lakeville, Jan97 46
Marias Pass 1997, Mar97 36
Marshall Canyon (BNSF/UP), Sep97 35
McCloud Railway, Dec97 43
Metra's North Central Line, Feb97 39
Michigan Southern, Mar97 43
Nevada Northern Railway, Jul97 45
NS CofTainer Service, Jan97 43
Port of Wilmington, N.C. Wilmington Terminal Railroad, Jun97 44
Richmond, Va., Oct97 36
The Rathole Division, Nov97 35
San Pedro & Southwestern, Nov97 43
Sumpter Valley, May97 43
UP's West Iowa Bottleneck, Aug97 31
Maryland Area Rail Commuter (MARC):
Facelift of Martinsburg, W. Va. Station, May97 66
The *Marlboro Unlimited:*
Cancels contract with Rader Railcar, Jun97 24
Equipment scrapped, Dec97 25
Goes up in Smoke, Sep97 23
Makes a test run, Feb97 24,25
"Marshall Canyon," Sep97 32
Massachusetts Bay Transportation Authority:
Receives 25 Ex-CN Units, Aug97 66
McClelland, Bradley (article by):
"The Ohio River Valley Floods of March, 1997," Jul97 8
"A McCloud of Steam!," Dec97 41
Hansen, Martin, Dec97 41
McCloud Railway:
"A McCloud of Steam," Dec97 41
McCormack, Doyle:
Honored by R&LHS, Aug97 22, 63
"The Stampede Run," Sep97 28
Wears Hawaiian shirt, Sep97 30
McGilligan, Peter (article by):
"Action on Conrail's Reading Line:Belt to Burn," Feb97 28
Medford Corp.:
Baldwin S8 (former logging road engine), Jun97 7
Meeker, Ken (Winterrail), Jun97 52
Mele, Ronald, G. (article by):
"King Coal Goes Intermodal," Jan97 42
Melvin, Rich (article by):
"Flues Blues," Aug97 9
"Metamorphosis of an SW1," Aug97 8
Metra:
"Metra's North Central Service," Feb97 36
Metrolink:
Ex-Rio Grande GP40 on work train, Nov97 65
Rose Parade Special, Apr97 24, 25
Metro North Railroad:
Grand Central Terminal Eagle, Oct97 61
M2 Car being rebuilt, Mar97 3
Michigan Limestone:
Buys ex-UP SW1000M, Feb97 8
"Michigan Southern The Old Road", Mar97 40
Mid-Continent Railway Museum:
Snow Train with C&NW 4-6-0, Jul97 66
Middletown & Hummelstown:
Gets Alco T6 engine, Mar97 26, 66
Midland Railway:
Restores MKT re-engined Alco 142, Feb97 6, 23
MidTown Direct:
"One Frame — Five Trains," Feb97 57
Mississippi Central 4-4-0 98:
Runs on Wilmington & Western, Mar97 26, 64
Missouri & North Arkansas:
Four locomotives from other Rail Tex properties, Mar97 26, 66
More SD20's arrive, Aug97 27
Missouri-Kansas-Texas:
"Different Faces," Feb97 7
Heavy-weight diner on display, Oct97 25
Mitchell, Alexander D. (articles by):
Fireproofing photos (Camera Bag), Dec97 11
Railroad Portables, Second Section (On the Menu), Mar97 21
MK Rail:
"The 6000 h.p. race is on!," May97 28
Montana Rail Link:
Expanded Operations over "Corn Link", Jul97 26, 27
Monticello Railway Museum:
Operates NKP 587, Aug97 26, 64
Moore, Jody, Feb97 26
Moose, Sep97 31
Morris County Central:
Santa Chooch, Apr97 64
Morris, Gordon, Mar97 44
Morrison, Dave (article by):
"Grand Central Terminal Eagle," Oct97 61
Morrison-Knudsen:
"Sorting out those super cabs, Part One," Jun97 28
Moungovan, Tom (Winterrail), Jun97 52
Moungovan, Tom (article by):
"4960: A New Career for an Old Friend," Jan97 28
Mount Emily Shay No. 1, Jan97 23, 64
Mount Hood Railroad Dinner Train:
New dinner train service, Sep97 26, 27
Mount Rainier Scenic Railroad:
Hosts tourist railway association meeting, Feb97 24, 62
Mount Washington Cog Railway:
Builds new steam, May97 62
Museum of Transportation (St. Louis):
Repaints EL SD45 3607, Nov97 65

N

Napa Valley Wine Train:
Acquires Milwaukee Road "Super Dome", Apr97 26, 64
The Narrow Gauge *Daylight*, May97 48
Nashville & Eastern:
Hosts rail excursion, Feb97 60
New U30B 5343, Jan97 31, 24
National Railway Historical Society:
1997 Salt Lake City Convention, Oct97 62
Naugatuck Railroad:
RS3 529 operates across Thomaston Dam, Jan97 27
Railroad Museum of New England Commences operation, Feb97 24
Runs fan trip, Aug97 7
Nazarow, Greg (EastRail), May97 53
NBC-TV:
Atomic Train, Oct97 27
Nebkota Railway:
Using A-B-A F-units in freight service, Feb97 27
Nebraska Central:
SD45 rebuilt by Omnitrax, Sep97 64
Nevada Northern:
East Meets West, Oct97 62
4-6-0 40 on photographed special, Mar97 27
"Heritage of the Nevada Northern," Jul97 43
"Nevada Northern Photographer's Weekend," Jul97 38
Running Number 40, Jul97 44
Neves, Vic (article by):
Winterail '97 from the inside (Camera Bag), Jun97 52
New England Central Railroad:
Passenger special, Nov97 66
New York, New Haven & Hartford Railroad:
Cantenary clearance test train, Mar97 27
Danbury Railway Museum acquires rail bus 15, Jan97 24, 25
New Haven Revival, Aug97 7
New Hope & Ivyland Railroad:
"New Hope for C&O 614," Mar97 28
New Hope's Top Gun, Mar97 62
New Jersey Transit:
"New Hope for C&O 614," Mar97 28
"One Frame — Five Trains," Feb97 57
Wreck in Jersey Meadowlands, Jul97 24
Newport Dinner Train:
Newport Dinner Train (On the Menu), Jul97 16
Newport Star Clipper, Feb97 12
New York & Atlantic:
Begins operations, Aug97 23, 66
New York Central:
4-4-2 254 on display at Henry Ford Museum, Jan97 8
New York, Lake Erie, & Western:
Last FPA4 comes to the U.S., Feb97 24, 25
New York, Ontario & Western:
44-Tonner to return east, Nov97 27
Scheme Supplied to F7, Jan97 3, 26
New York, Susquehanna & Western:
Susquehanna saved once again, Nov97 23
TP&W engine repainted, Nov97 64
Nichini, Paul:
"C&O 614 and Moose," Sep97 31
Fires C&O 614, Mar97 30
New Hope's Top Gun (Markers), Mar97 62
Nickel Plate Road 2-8-4 765:
"Flues Blues," Aug97 9
Mikado 587 Back in Service, Aug97 26, 64
Piggyback Trailer on Display, Jan97 26, 27
Nicoletti, Dave (Winterrail), Jun97 52
Nittany & Bald Eagle:
Assumes switching at Lock Haven, Pa., Jun97 66
Nixon, Ronald V. (photography by):
"Welcome Home!," Feb97 42
Norfolk & Western:
Demise of position light signals, Aug97 3, 26
Norfolk Southern:
Conrail/CSX/NS Update, May97 24
Conrivalry Update, Mar97 23
CSX and NS to carve up Conrail, Jun97 23
Demise of position of light signals, Aug97 3, 26
Geometry Train on CR, Sep97 3
"King Coal Goes Intermodal," Jan97 42
Map of CSX & Norfolk Southern division of Conrail, Jun97 27
Merger Maneuvers Continue, Apr97 24
More ISTEA Brewing for the Future, Jun97 24
"The North Carolina Ports Railway," Jun97 38
NS/CSX Takeover Update, Jul97 27
NS/W&LE joint service, Aug97 3, 24
"A Rathole Weekend," Nov97 32
"Richmond's Railroads," Oct97 32
Sugar Bowl Train, May97 27
Two Santa Claus Specials, Apr97 25
North Carolina & Virginia:
Adds GP38AC to roster, Jun97 64
North Carolina Museum of Transportation:
Receives ex-SAL Russian Decapors, Jan97 24, 25
North Carolina Ports Railway:
Buys F-M units, Mar97 26, 66
"North Carolina Ports Railway," Jun97 38
Northern Central Dinner Train:
Alco FPA4 in B&O colors, May97 66
Northern Pacific:
4-6-0 328 double heads with SOO 1003, Dec97 26, 27
"Marshall Canyon," Sep97 32
"Phil Hastings & Marshall Canyon," Sep97 42
"Welcome Home!," Feb97 42
Northwestern Pacific Railroad:
Faces Bleak Future, Sep97 24

O

"Off to War," Sep97 8
Ogeechee Railway:
GP30 on roster, Jul97 64
Ohio Central Railroad:
Ex-Conrail GP10 7505 and slug MT-4 in service, Feb97 3, 23
Railfan Weekend, Dec97 9
"The Ohio River Valley Flood of March 1997," Jul97 8
Ohi-Rail:
Former MARC E9m's in service, Nov97 27
Oil Creek & Titusville:
Excursion on Old Erie Main, Aug97 64
Omnitrax:
Buys SD9, Aug97 66
Rebuilt and repainted engines for Hudson Bay Railway and Nebraska Central, Sep97 64
"On the Georgia 300," Apr97 46
On the Menu:
A quiz, a mystery, tea and more, Feb97 11
Amcuisine: *Coast Starlight* style, Nov97 52
Breakfast on the Georgia 300, Apr97 54
The "China man," May97 14
Do It Yourself Ride 'n' Dine, Sep97 52
Dynamic Breaks, Oct97 52
The hogger eats, Jan97 18
I can't say that (anymore), Aug97 18
The "New" *Newport Dinner Train*, Jul97 16
1997 Guide to Dinner Trains, Jun97 18
'Tis the season(ings), Dec97 52
Railroad potables, second section, Mar97 21
Ontario L'Original:
Ontario's newest short line, May97 3, 26
Operation Lifesaver:
Celebrates 25th anniversary, Jun97 26
UP Operation Lifesaver Special, Sep97 3
Orange Empire Railway Museum:
"From Park to Pems," Oct97 20
New paint on Alco RSD-1, Jul97 64
Ottawa Valley Railink:
New paint scheme, Aug97 3
Reduction in leased power, Aug97 26

P

Packie, Elmer:
Farewell to Elmer Packie (Transit Currents), Nov97 60
Painting of Howard Fogg, Jan97 62
Palmieri, Michael (article by):
"*Belle's* back!," Apr97 7
Palouse River & Coulee City:
"Marshall Canyon," Sep97 35
Pancavage, Gary (Cover One Contest), Dec97 62
Penninsula Railway:
Employee fatality, Sep97 26
Philadelphia & Western:
"A Second Chance," Apr97 8
"Phil Hastings & Marshall Canyon," Sep97 42
Phillipsburg Railroad Historians Inc.:
Miniature train and Conrail, Oct97 7
Pickens Railroad:
The Pickens Connection, Jun97 42
Pittsburgh Industrial Railroad:
Receives SW1500, Feb97 64
Polte, Annette, Oct97 46
Pooh, Winnie the, Feb97 8
Porterfield, James D. (articles by):
"Amtrak's Coast Starlight: Seeking Perfection," Nov97 46
"On the Georgia 300," Apr97 46
Possin, Mark (Cover One Contest), Dec97 62
Prairie Land:
Acquires SW1, Oct97 66

Q

Quebec Southern:
French and English lettering on locomotives, Jul97 27

R

Radio Frequencies:
BNSF at Marias Pass, Mar97 36
Metra's North Central Service, Feb97 39
Rahway Valley Railroad:
To undergo partial reconstruction, Oct97 26
Rail America:
Buys Gettysburg Railroad, Mar97 24
Buys more track in Minnesota, Dec97 24
Expands in Minnesota, May97 24
Expands into South America, Jul97 26
Railfanning is:
Conrail logo with Chessie Cat, Jan97 55; Discovering that your hometown depot is nothing more than a sign post (it that), Mar97 22; Getting ticket number 844 for Winterrail '97. , May97 22; Keeping up with Green Bay Packers game by listening to the Wisconsin Central's road channel, Feb97 10; Looking forward to the return of steam every summer, Aug97 53; Making plans to photograph Horseshoe Curve this summer, Jul97 54; Observing that CSX is using lightening bolt, Oct97 65; Observing that WM Shay 6 sounds like a diesel, Sep97 63; Remembering when SD40-2's were big locomotives, Jun97 63; Tagging the GE plant in Erie while on its way to the EMD open house in LaGrange, Dec97 54; Thinking of railroads in pre-merger terms, Apr97 19
A Railfan Wedding (Markers), Apr97 62
Railfun cartoon:
Been there, done that, May97 53; Been there, done that II, Jun97 53; Credit when credit is due, Nov97 53, Franzen makes a Mikado, Jan97 57; *Marlboro Unlimited*, Sep97 53; Martian canals, Oct97 53; Saving the *Texas Eagle* from extinction,

Apr97 53; Stonehenge, Carhenge, Alcohenge..., Jul97 53; Train Trek "The Borg of Railroading", Mar97 53; Two-timeng Conrail, Aug97 53; With the Royal Train in England, Dec97 53; You're probably an old timer if..., Feb97 49

RAILROADIANA product reviews:
Antelop-Roseville Map, Altamont Press, Feb97 51; Bookmarks, Camera Signature Collection, Jun97 53; *Coops Road Map Guide to Railroads and Railroad Museums*, Lone Mountain Designs, Jun97 53; 1522 Souveniers, St Louis Steam Train Association, Sep97 53; *Harakevet (magazine)*, Rabbi W. Rothschild, Jul97 52; Major Railroads of the U.S. (Map), Railroad Information Services, Jan97 50; *Mighty Locomotives* screen savor, WJS Photography & Software, Aug97 54; New England railroad postcards, 470 Club, may97 18; *Pacific Northeast Region Railfan Timetable No.4*, Altamont Press, Mar97 56; *West Cotton Map*, Altamont Press, Feb97 51; www.Railfan-mall.com

Railroad Museum of New England:
Operates fan trip, Aug97 7

Railroad Police:
Mark 150th anniversary, Oct97 24

Railway Express Agency:
resurrection of on Amtrak, Aug97 26

Railway Switching Service.
Uses McKinley High Line in St. Louis, Sep97 27

"A Rathole Weekend," Nov97 32

Reading & Northern damage U23B, 2395, Jan97 27, 26

Reading Company:
"Action on Conrail's Reading Line. Belt to Burn," Feb97 28
FP7s on Brandywine Scenic, Jan97 3

Reath, Alberta:
Buys C&O 614, Mar97 30

Red River Valley & Western Railroad:
"Bros" snowplow, May97 66
Receives refurbished GP20C's, Dec97 66

RegioSprinter:
On static display, May97 25
On tour in the U.S., Jul97 27

"Return of the Sumpter Valley," May97 41

Rescar, Inc.:
Painting & rebuilding for UP, Aug97 24

Richardson, Fred:
80th birthday at Edaville, Sep97 62

Richmond, Fredericksburg & Potomac:
"Richmond's Railroads," Oct97 32
RF&P sold by Virginia, Mar97 23

"Richmond's Railroads" Oct97 32

RoadRailer:
New on Amtrak, Jan97 27

Roanoke Valley Energy:
Buys ex-UP SW1000M, Feb97 8

Rochester & Genesee Valley Railroad Museum, Jan97 41

Rochester Chapter NRHS, Jan97 41

Rockton & Rion 2-8-0 203 shipped to South Carolina, Jan97 24, 25

Rose, Ted (painting by):
"Haunts of Howard Fogg," Jan97 62

Rosters:
Duluth & Northeastern Diesels, Apr97 37; EMD SD50's Through SD90 MAC's, Jun97 35; GE C32-8's to AC 6000 CW's, Jul97 36; LA&L all-time roster, Jan97 38; North Carolina Ports Railway, Jun97 45; Quebec Cartier Railway all-time roster, Dec97 34

Rowland, Ross:
C&O 614 excursions, Jan97 66
"New Hope for C&O 614," Mar97 28

Royal Gorge Steam Special:
Runs to NRHS Convention, Sep97 65
"Through the Rockies with 844," Oct97 31

Running Number 40, Jul97 44

Rutland RS1 and restored coaches on special train, Sep97 66

S

Samuelson, Mark, Feb97 24

San Diego Railroad Museum:
Repaints SP GP9E, Nov97 65

"San Pedro & Southwestern," Nov97 40

Savio, Tom (article by):
"VIA's New *Skeena*," May97 38

Scancarelli, Jim:
Gasoline Alley, Jul97 52

Schermerhorn, Gary R. (article by):
"Selkirk!," Apr97 38

Schultz, Jeff, Oct97 46

Schwinkendorf, Jim:
"Frisco 1522 and the BNSF," Aug97 38

Seaboard Air Lines:
Dash 9-44 CW HO models, May97 64
Decapod 544 to Spencer, Jan97 24, 25
"Richmond's Railroads," Oct97 32
SAL's Boylan Tower, Aug97 63

Seaboard Coast Line:
"Richmond's Railroads," Oct97 32

"Selkirk!," Apr97 38

Semaphores:
"Land of the Enchanting Blades," Jul97 46

Semon, James M., Jan97 26

SEPTA:
El Cars arrive at Frankford, Jun97 26
Special train out of New York City, Jul97 25

Shaw, John (Winterail), Jun97 52

Shell Chemical:
"Help and High Water," Aug97 46

Sisseton Milbank Railroad derailment, Jul97 24

"The 6000 h.p. Race Is On!," May97 28

Skeena:
"VIA's New *Skeena*," May97 38

Smallak, John (article by):
"From park to Perris," Oct97 20

Snell, Scott:
Cover One Contest, Dec97 62
EastRail, May97 53

Soo Line:
Mikado 1003 at Lake Superior Museum of Transport, Mar97 3, 26
Mikado 1003 double heads with NP 4-6-0 328, Dec97 26, 27
Mikado 1003 makes first excursion, Nov97 27
Tower B-12 moved, Mar97 24, 25

"Sorting out those super cabs Part One: EMD" Jun97 28

"Sorting out those Super Cabs Part Two: General Electric," Jul97 28

Southern Railway:
"Richmond's Railroads," Oct97 32

Southern Pacific:
"Fair days in Dunsmuir," Jun97 8
GP9E 3973 repainted in SP scheme, Nov97 65
"Land of the Enchanting Blades," Jul97 46
Tower 3 in Texas donated, May97 25
UP program to upgrade SP units, Oct97 24

Southern Pacific 4449:
Outruns Helicopter, Sep97 63
"The Stampede Run," Sep97 28

Southern Railroad of New Jersey:
Paints unit to O&W scheme, Jan97 3, 26

Southern Railway:
"A Rathole Weekend," Nov97 32

Southern Railway 4501, Jan97 61

Southwest Chief:
Derailment, Nov97 26, 27

Southwestern Railroad:
Four GP30's, Sep97 64

Southwest Railroad Historical Society:
Operates AT&SF Doodlebug, Oct97 25

Spirit of Tennessee:
E-units in excursion service, Mar97 26, 27

Spokane, Portland & Seattle.
Mikado 539 to be restored, Nov97 25
"Marshall Canyon," Sep97 32
"Phil Hastings & Marshall Canyon," Sep97 42
SP&S 700's future on BNSF, Aug97 41

"The Stampede Run," Sep97 28

Standridge Color metamorphosis, Aug97 8

Staten Island Railroad:
To undergo partial reconstruction, Oct97 26

StatesRail:
Completes purchase of BNSF trackage, Nov97 24

Steam photo freights (CAMERA BAG), Nov97 54

Steamtown National Historic Site:
"Off to War," Sep97 8
Rail Expo '97, Dec97 25

Steinheimer, Richard (Winterail), Jun97 52

St. Lawrence & Hudson:
Institutes new intermodal train, Jan97 24, 25

St. Louis Car Co.:
Assembles train for charter. Feb97 27

St. Louis - San Francisco Railway:
"Frisco 1522 and the BNSF," Aug97 38

St. Louis Steam Train Association:
"Frisco 1522 and the BNSF," Aug97 38
"Frisco 1522: Too Short a Trip," Sep97 19

Stone Mountain Scenic Railroad:
"Metamorphosis of an SW1," Aug97 8

Strasburg Rail Road:
Strasburg builds steam, Apr97 26

Summerail:
Plans announced, Jul97 65

Sumpter Valley Railway:
Narrow gauge Daylight, May97 48
Operates steam spectacular, Jan97 23, 64
"Return of the Sumpter Valley," May97 41

Surface Transportation Board:
Undoing Staggers (rate regulation), May97 26

Swanson, Pete (article by):
"Genesee Country Alcos," Jan97 36

T

Taylor, William:
Buys FM's for N.C. Ports, Jun97 40

Tennessee Southern.
Purchases three GP30's, Mar97 27

Tennessee Valley Authority:
Baldwin S12 at Muscle Shoals Plant, Jul97 64

Tennessee Valley Railroad Museum:
"Black is Beautiful," Jan97 61

Terry, Jeff (article by):
The *Eureka* to Cumbres, Oct97 28

Texas & New Orleans:
"Those Harriman Mikados," Jun97 46

Texas Eagle:
Al Gore Saves, Mar97 63
Saving the *Texas Eagle* (RAILFUN), Apr97 53

"Those Harriman Mikados," Jun97 46

Three Stooges, Jan97 18

"Through the Rockies with 844," Oct97 31

Toledo, Peoria & Western:
Engines repainted in NYS&W colors, Nov97 64

TRANSIT CURRENTS: Action at East Troy, Aug97 59; And also in New York, Nov97 58; And on to Dulles, Jan97 58; A trolley comes back to New Jersey, Sep97 58; Baltimore Central Light Rail expands, Aug97 58; BART upgrade program begins, Feb97 54; Boston Green Line floods, Mar97 58; Boston Green Line runarounds, Jul97 59; Burbank Transportation Center, Nov97 59; California BART and Texas DART expand, Oct97 58; CalTran improvements, Apr97 58; Changes in Chicago, Dec97 58; Cincinnati considers rail, Jun97 59; Commuter rail rider losses, Apr97 60; Commuter service in Vermont, Nov97 59; Dallas DART extends north, Jun97 58; Discussions, speculation and action, Jul97 58; Denver Light Rail extension, Jun97 58; Farewell to Elmer Packie, Nov97 60; Farewell to the Watertown Line, May97 60; *Flexliner* information, Jul97 58; *Flexliner* in VIA service, Jan97 58; Good news for Calgary, Feb97 56; Good news from PATH, Oct97 58; Good times in Cleveland, Feb97 54; Hoosier Traction Meet, 1996, Mar97 58; Howard Street opens to autos, Mar97 58, Iko Jr. And Mike Jr., Sep97 58; It was a very good year, May97 59; John Merriken Jr passes away, Mar97 59, L.A. development, Aug97 58; L.A. Red Line subway program, Mar97 59; L.A. Station transit hub, Jun97 58, Light rail news from Baltimore, Nov97 59, Los Angeles Standard LRV, Feb97 54, Lowell extension considered, Feb97 55; Low floor cars come to Portland, Jan97 58, Metrolink ridership increases, Apr97 58, Miami Metromover shutdown, Feb97 54, Monorail in Las Vegas, Nov97 59, Moving up in Washington, Nov97 59, MUNI F-Line construction delays, Jun97 59; New D.C. Metrorail station open, Dec97 58, New fares in New York City, Nov97 58, New Metrorail Green Line service, Jun97 58, New MUNI Metro tunnel, May97 58; New Orleans streetcar line closed to repairs, Jul97 58; New Orleans update Aug97 59; New York State news, Dec97 58, No rail for San Fernando Valley, Oct97 58, Old Colony Line signaling, Apr97 59; Pittsburgh present and past, Jul97 58, Portland expansion, Nov97 58; Portland tunnels bored through, Feb97 54; Possible cable car extension, Jun97 59, Rail service to Kennedy, Jan97 58; The return of Texas Electric, Sep97 58; Sacramento Light Rail expansion, May97 58; Safety on Washington Metro, Apr97 60, Salt Lake City Light Rail funding, May97 59, San Antonio soon?, Feb97 55; San Jose ridership up, Nov97 58; Seattle makes a "sound move", Mar97 58; Sheppard Subway continues, Mar97 58; Signals in New York, Feb97 55; Spadina trolley line open in Toronto, Dec97 58, St. Louis Metro Line expands in Illinois, Apr97 58; Texas Electric cars preserved, Mar97 59; The Trolley Museum of New York, Oct97 59; Transit projects for Washington, Oct97 58; *Trinity Express* opens soon, Apr97 59; Tri-Rail seeks leadership, Nov97 58; Tunnel progress in Portland, Jul97 59; Twenty-Fifth year for Como-Harriet Line, May97 58; Two lines in Boston, Apr97 58; Washington Metrorail expansion continues, Sep97 58; WMATA computer glitch, Feb97 55

Trecansky, Tom (article by):
"The North Carolina Ports Railway," Jun97 38

Trip of the Decade:
Central Coast Chapter announces trip, Mar97 63
Steam on the Royal Gorge Route, Sep97 65
"Through the Rockies with 844," Oct97 31

Tri-Rail:
Ex-Amtrak F40's are on property, Jul97 66

Trowbridge, Jim:
C&TS charter, Jan97 26, 27

Twin Cities & Western:
Leases caterpillar powered GP20C's, May97 26
New GP20C Units, Jun97 3

"The Two-foot returns to Maine," Nov97 38

U

Union Pacific:
Austin Sub collision, Oct97 26
Capacity upgrade planned, May97 23
"Distributed Power with a 1943 Alco 4-8-4," Mar97 50
E-Units on special train, Jul97 3
844 Runs in Arkansas, Mar97 24, 25
"Fair Days in Dunsmuir," Jun97 8
First D&RGW engine painted in UP colors, Dec97 66
FRA cites safety deficiencies, Dec97 26
"From park to Perris," Oct97 20
Increased Roadrailer movements, Oct97 66
Invests in Mexico's Pacific North Railway, Oct97 26
January flood detour on Modoc, Jun97 3
"Marshall Canyon," Sep97 32
Moffat Tunnel for sale, Feb97 24
Motive power extremes SD90MAC 8201, Feb97 3, 23
New SD90 MAC, Jul97 66
Office moved to Dallas, Jul97 26
Operation Lifesaver Special, Sep97 3
Program to Upgrade SP Engines, Oct97 24
Reopens Line in Kasas, Jul97 25, 26
Ski Train in Denver, Oct97 3, 24
Steam on the Royal Gorge Route, Sep97 65
Taconite Train Operations, Jun97 25
Tennessee Pass' Last Grande Hour, Nov97 23
"Through the Rockies with 844," Oct97 31
Union Pacific steam opeation Planned, Mar97 24, 25
"Western Railroading's Worst Disaster," Apr97 22
"The West Iowa Bottleneck," Aug97 28
"You will be assimulated", Mar97 3

Union Pacific 844:
"Distributed Power with a 1943 Alco 4-8-4," Mar97 50
East Meets West, Oct97 62
Runs in Arkansas, Mar97 24, 25
Steam on the Royal Gorge Route, Sep97 65
"Through the Rockies with 844," Oct97 31
Union Pacific steam opeation Planned, Mar97 24, 25

United Railroad Historical Society of N.J.:
F7 578 on special train, Jul97 3
Restores Geep and Baldwin, Apr97 64

Utah Railway:
Operating into Salt Lake City, Sep97 3, 24

V

Valentine, Ross (Winterail), Jun97 52

Verde Canyon Railroad:
Buys two former Alaska Railroad F-units, Jul97 26

Vermont Railway:
Buys controlling interest in Green Mountain Railway, Sep97 7
Former Steamtown site becomes intermodal transfer, Nov97 25
Locomotives to New Jersey, Sep97 7
To remain independent, Aug97 26

VIA
FP9Au's returned to active service Dec. 7 3, 24
"VIA's New *Skeena*," May97 38
"VIA's New Skeena," May97 38
"Viaduct Junction Tower Tumbles," Dec97 28

Video Reviews.
Birth of a Viewliner, Revelation Audio-Visuals, jan97 53, *Boston's Green Line*, Carson Home Video, Aug97 14, *Burlington Northern Mississippi River Route*, Plets Express Video Production, Oct97 57 *Burlington Route Steam Odysseys*, Reminisce Rails, Jan97 54, *C&O 614 Return of a Thoroughbred* Mark I Video Production, Mar97 16, *4960—Steam Star of the Grand Canyon Railway*, Goodheart Production, Apr97 19, *Highball over Tehachapi*, Highball Production, Feb97 14, *Memories of the Erie Lackawanna Railroad*, Mark I Video, Dec97 55, *Mountain Thunder on the Western Maryland Scenic*, Blue Ridge Productions, May97 54; *Nevada Northern Photographer's Special*, Hi-Iron Railroad Videos, Jul97 56; *Northland Baldwins & the E&LS*, Plets Express Railroad Video, Jan97 64; *Pennsylvania Trolleys, Volume I*, Mark I Video, Jul97 56; *The* Planet *Project*, Goodheart Productions, Jun97 56; *Steam Across the Rockies*, Valhalla Video Productions, Dec97 56; *Steam Giants Across America*, Green Frog Productions. Jun97 56; *Union Pacific 844*, Gandy Dancer Productions, Sep97 16; *Union Pacific Super Railroad, Volume 2*, Green Frog Productions, Nov97 20; *Vintage Rails, Volume Four*, JMJ Productions, May97 55; *Vintage Rails Volume Six (N&W)*, from JMJ Productions, Apr97 20; *Winter on Tennessee Pass*, Highball Productions, Nov97 19; *World Steam Today*, Ian Allen, Feb97 13;

W

Walker, Mike (article by):
"Creating a Tornado," Aug97 16

Washington Central: Presses Passenger F Units Into Service, Feb97 26, 27

WATCO:
Assumes Kansas City switching, Nov97 3

Waterloo-St. Jacobs Railway:
New tourist railway in Canada, Nov97 66

Weaver, Jeffrey (article by):
"Viaduct Junction Tower Tumbles," Dec97 28

We'd Like You to Meet:
Bokeko, William, Dec97 20
Borkowski, Richard C., Jr., Nov97 17
Cantrall, Larry L., May97 56
Christopher, Bill, Feb97 16
Herbert, Richard, Dec97 18
Hillebrant, Thomas, Mar97 14
Kimler, Christopher, Feb97 16
Mele, Ron, Jan97 14
Moungovan, Tom, Jan97 14
Trecansky, Tom, Jun97 14
Withers, Bob, Aug97 53

"Welcome Home!," Feb97 42

Western Maryland Railway:
"Fireball on the Mountain!," Nov97 28
Shay 6 returns to service, Feb97 26, 62

Western Maryland Scenic Railway:
"Fireball on the Mountain!," Nov97 28

Western Pacific:
"Different Faces" (GP20 2001), Feb97 7
"The West Iowa Bottleneck," Aug97 28
"Western Railroading's Worst Disaster," Apr97 22

Wheelihan, Jack:
Wears Hawaiian shirt, Sep97 30

Wheelihan, Jack (article by):
"Distributed Power with a 1944 Alco 4-8-4," Mar97 50

Wheeling & Lake Erie:
NS/W&LE Joint Service, Aug97 3, 24

White River Scenic Railroad:
Using ex-Army Alco, Sep97 27

Willamette & Pacific:
Operates Medco No. 8, Jun97 7

Willey, George R. (article by):
"California Street Cable Railroad," Dec97 47

Wilmington & Western:
Runs night photo freight, Mar97 26, 64

Wilmington Terminal Railroad:
"The North Carolina Ports Railway," Jun97 38

Wilson, Mel (article by):
"Cartier: Alcos and Iron Ore," Dec97 30

Winterail:
Winterail Preview, Feb97 58
Winterail Update, Mar97 63

Wirth, Don:
"Frisco 1522 and the BNSF," Aug97 38

Wisconsin Central:
CSX/WC ore train, Jul97 27, 26
Expands again, May97 26
Taconite train Operations, Jun97 25

Wisconsin & Southern:
E9s on charter train, Nov97 64
E9s on excursion trip, Dec97 27
Runs employee special, Jun97 66

Wisconsin Trolley Museum, Feb97 12

Withers, Bob (article by):
"Help and High Water," Aug97 46

Withuhn, William L.:
Lee and McCormack honored by R&LHS, Aug97 22

Woozles, Feb97 8

www.railfan.com:
RAILFAN on the web, Nov97 62

Y

York-Durham Heritage Railways:
RS 11 in service, Aug97 27

Z

Zulers, Gary (article by):
"Cartier: Alcos and Iron Ore," Dec97 30

CROSSING GREEN STREET IN DOWNTOWN BERLIN, *Berlin Mills SW1 741 was shuffling back and forth on July 9, 1996. SW1 731 was working the Cascade Transfer, crossing the Androscoggin River into the Hill Yard at Cascade on July 14, 1990* ***(below)****. The last interchange train from the Berlin Mills to the StL&A was in the main yard at Berlin on November 3, 1997* ***(opposite)****. The next day the train would operate as StL&A train No.511.*

multitude of questions, took notes and drew maps, and assured them I would be seeing much more of them in the days ahead. The following morning, they would be St. Lawrence & Atlantic wayfreight No.511!

Railfanning the Berlin area

The pair of vintage SW1s continue in service on wayfreight No.511 and, while the bulk of the workday is spent on mill property which is off limits, photographing them is easy for those with some patience. The crew is on duty at 7:00 a.m. seven days a week and will usually make a light run down the Berlin Branch about 10:00 a.m. to pick up cars from the West Yard. They will run west of the branch switch about a half-mile to pick up cars dropped by eastbound through freight No.394, and they may also go east past the station if cars have also been dropped there by through freight No.393. This action will take them over two grade crossings on the StL&A main and several on the Berlin Branch.

The trip with cars for the main line connection will take place about 1:00 p.m. and, after setting off in the East Yard, No.511 will usually continue east to Cascade. There is an overpass on the StL&A main at Cascade Hill, good angles on the Cascade Branch crossing Route 16 and some elevated views from Route 16 alongside the Hill Yard with the Androscoggin River and Cascade Mill in the background. The afternoon light will also be favorable at this location.

Both through freights on the StL&A, Lewiston Junction-to-Montreal No.393 and counterpart No.394 usually meet and swap power at Berlin between 2:00 and 4:00 p.m. Frequently a three-way meet will occur as No.511 returns from Cascade to connect with No.394 with fuel oil empties for Portland. Listening to the StL&A Road channel, 160.965 Mhz, will give ample warning of No.511's whereabouts.

The area near the former GT station features a place to park and safe public access for photography. For creature comfort, there is a Dunkin' Donuts and a Kentucky Fried Chicken within sight of the railroad near the Berlin station, and just to the south in Gorham there is a full range of restaurants and motels for those staying awhile. Gorham is a jumping-off point for recreation in the White Mountains National Forest so there is much for a family to do and see beside the railroad action in Berlin.

December 26, 1997, dawns clear and cool in Utah's Wasatch Mountains. As the first rays of sun begin to filter into the Heber City enginehouse, former Union Pacific 2-8-0 618 is slowly building steam for another day of excursions on the state's only tourist line, the Heber Valley Railroad. Soon, the Consolidation is out on the road in the crisp winter air, hauling its passenger train along Deer Creek Reservoir. It's been a long journey for the 618. Besides its status as one of the oldest steam locomotives in regular service, it also holds the distinction of being the first standard gauge steam locomotive to be removed from a "park display" site and put into operating service on an excursion railroad in the United States.

by
Jeff Terry

PHOTOGRAPHY: JEFF TERRY, EXCEPT AS NOTED

THE LONG CAREER of Union Pacific 618 began in July 1907 when it left the Baldwin Locomotive Works for the Oregon Short Line Railroad as number 1068. It was one of several 2-8-0s built for OSL that year to the "Harriman Standard" C-57 class design, a favorite of parent owner Union Pacific. For many years, 1068 and her sisters worked the OSL main line between Idaho and Oregon, hauling freight trains and working in helper service on the stiff grades of the Blue Mountains. Around 1915, the 1068 was numbered into the Union Pacific system as 618, but retained its OSL reporting marks on the cab and tender.

The Union Pacific overhauled 618 in Pocatello, Idaho, during 1941 and assigned the 2-8-0 to mixed train service on the Malad Branch between Brigham City, Utah, and Malad, Idaho. The assignment didn't last long, however, because shortly after the beginning of World War II Union Pacific transferred 618 to the yard at Ogden, where it was put to work moving carloads of troop

UNION PACIFIC 618

and the Heber Valley Railroad

***UNION PACIFIC 2-8-0 618** was northbound crossing Spring Creek Trestle on December 26, 1997. The chilly mountain air made for a fine display of smoke. On June 2, 1995, engineer Mark Rounds eased the Consolidation into the shop area for servicing **(opposite)**.*

supplies between the Ogden Defense Depot and the yard.

At the close of the war, the 618 returned to duty on the Malad branch, but the availability of larger power soon bumped 618 back down to yard work in Ogden. Around 1951 the UP sent the engine to Provo where it was put into service hauling loads of pig iron from the Ironton Works to the steel mill at Geneva. It was at Provo in 1952 that 618 was overhauled one last time, during which it was outfitted with a snowplow pilot to clear the tracks and yards around Provo and Orem during the winter months.

As it turned out, the stint at Provo would prove to be 618's last assignment, because with the arrival of new diesels on the property, the locomotive was no longer needed. In May 1958, 618 made one final revenue run, appropriately, to rescue a train stranded by a malfunctioning diesel, and then steamed under its own power from Provo to Salt Lake City were it was officially vacated from the UP roster and placed in storage.

Display in Utah

Most retired Union Pacific steam locomotives met their fate with the scrapper's torch, except for a precious few that were preserved in parks and museums. The 618, one of 20 UP 2-8-0s that were saved by the railroad, was placed on display at the State Fairgrounds at Salt Lake City in June 1958 as a monument "dedicated to the railroad men and women who helped build and operate the railroads in the state of Utah." The cold and lifeless hulk was viewed by thousands every year during the State Fair in September.

Protected behind a high fence, 618 spent eleven years outdoors exposed to the elements. In 1969, fairground management decided that it needed the space the locomotive occupied for future expansion and decided to remove it from the property. Many options for 618's disposal were considered, and it was about to be scrapped on-site when the Promontory Chapter NRHS became involved. After lots of hard work, the Chapter was able to obtain the title to 618 on one condition — the 2-8-0 had to be removed from the fairgrounds immediately!

Wasatch Mountain Railway

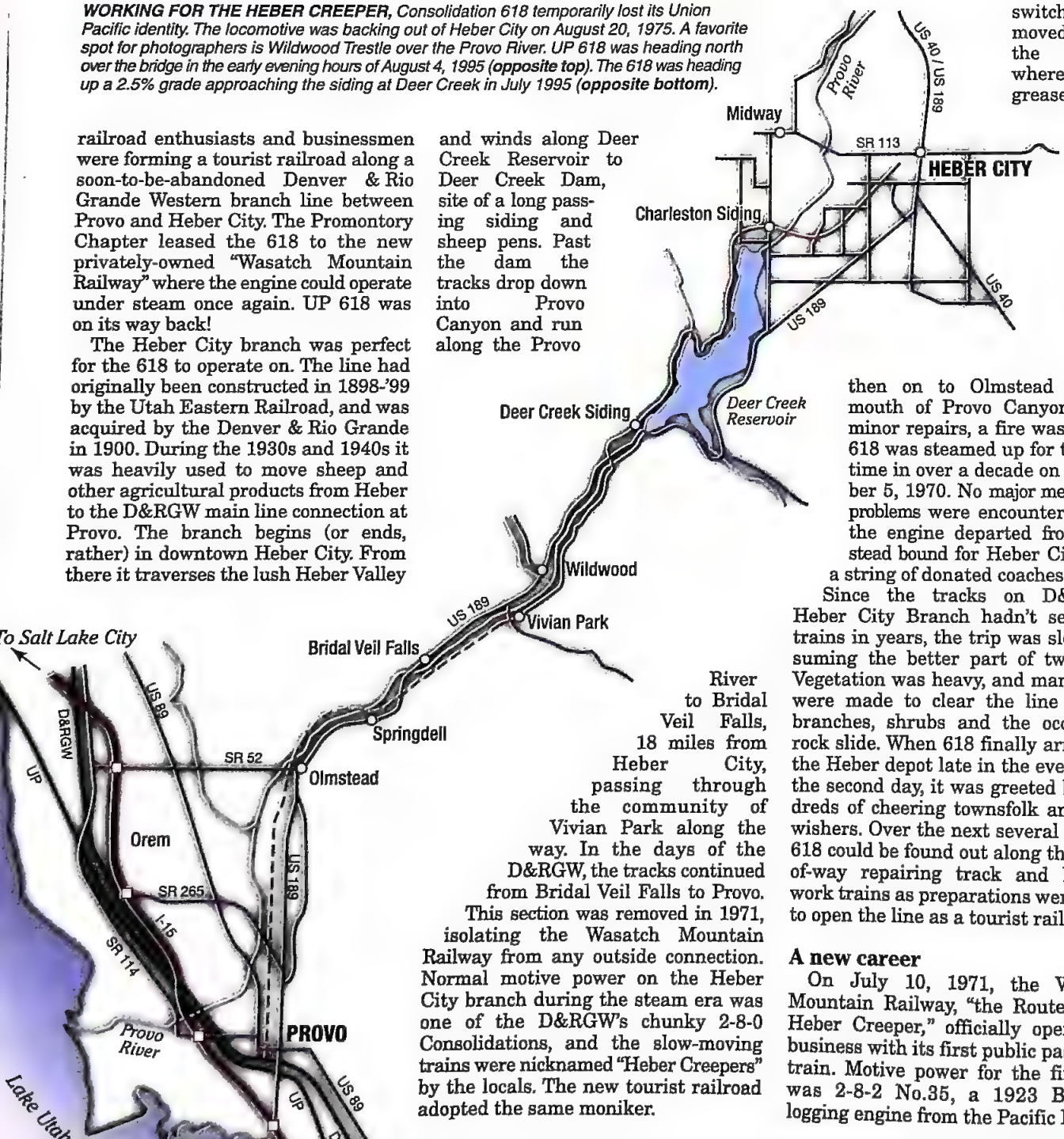
Around this same time, a group of

EXTACHROME: CHRISTOPHER D'AMATO

WORKING FOR THE HEBER CREEPER, *Consolidation 618 temporarily lost its Union Pacific identity. The locomotive was backing out of Heber City on August 20, 1975. A favorite spot for photographers is Wildwood Trestle over the Provo River. UP 618 was heading north over the bridge in the early evening hours of August 4, 1995 (**opposite top**). The 618 was heading up a 2.5% grade approaching the siding at Deer Creek in July 1995 (**opposite bottom**).*

railroad enthusiasts and businessmen were forming a tourist railroad along a soon-to-be-abandoned Denver & Rio Grande Western branch line between Provo and Heber City. The Promontory Chapter leased the 618 to the new privately-owned "Wasatch Mountain Railway" where the engine could operate under steam once again. UP 618 was on its way back!

The Heber City branch was perfect for the 618 to operate on. The line had originally been constructed in 1898-'99 by the Utah Eastern Railroad, and was acquired by the Denver & Rio Grande in 1900. During the 1930s and 1940s it was heavily used to move sheep and other agricultural products from Heber to the D&RGW main line connection at Provo. The branch begins (or ends, rather) in downtown Heber City. From there it traverses the lush Heber Valley and winds along Deer Creek Reservoir to Deer Creek Dam, site of a long passing siding and sheep pens. Past the dam the tracks drop down into Provo Canyon and run along the Provo River to Bridal Veil Falls, 18 miles from Heber City, passing through the community of Vivian Park along the way. In the days of the D&RGW, the tracks continued from Bridal Veil Falls to Provo. This section was removed in 1971, isolating the Wasatch Mountain Railway from any outside connection. Normal motive power on the Heber City branch during the steam era was one of the D&RGW's chunky 2-8-0 Consolidations, and the slow-moving trains were nicknamed "Heber Creepers" by the locals. The new tourist railroad adopted the same moniker.



Salvation

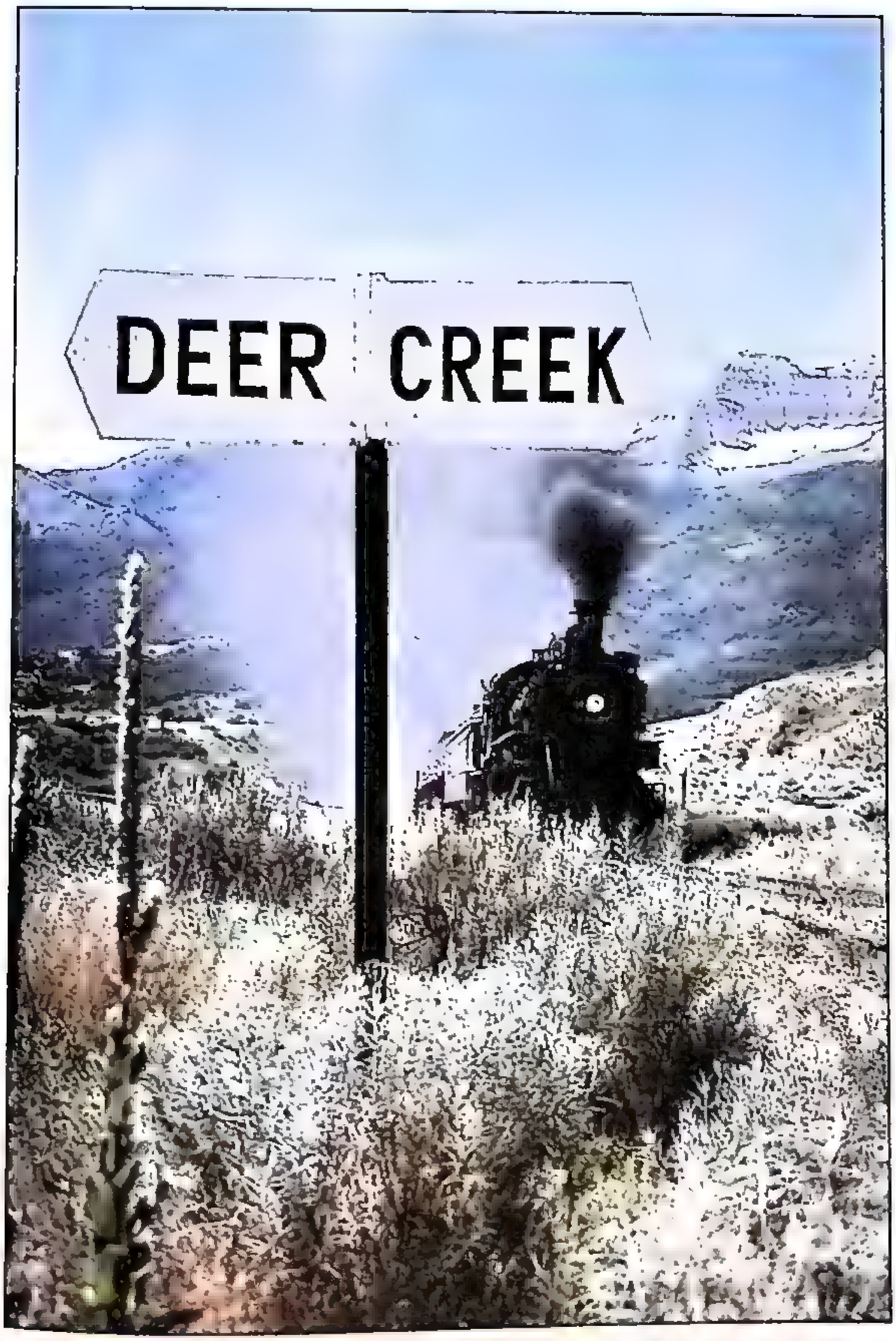
In November 1970, the 618 was again moving under its own power, although it was compressed air, not steam, moving the cylinders. The move out of the fairgrounds was accomplished by laying sections of panel track from the south gate across the street to the small yard of the short line Salt Lake, Garfield & Western. The trip was slow-going, and the panels had to be moved every time the locomotive advanced more than a few feet.

The 618 spent less than a week in the SLG&W's yard before being moved dead to Provo in the consist of UP's Provo Local. Once there, a Rio Grande switcher moved 618 to the shops, where it was greased, and then on to Olmstead at the mouth of Provo Canyon. After minor repairs, a fire was lit and 618 was steamed up for the first time in over a decade on December 5, 1970. No major mechanical problems were encountered, and the engine departed from Olmstead bound for Heber City with a string of donated coaches in tow.

Since the tracks on D&RGW's Heber City Branch hadn't seen any trains in years, the trip was slow, consuming the better part of two days. Vegetation was heavy, and many stops were made to clear the line of tree branches, shrubs and the occasional rock slide. When 618 finally arrived at the Heber depot late in the evening on the second day, it was greeted by hundreds of cheering townsfolk and well-wishers. Over the next several months 618 could be found out along the right-of-way repairing track and hauling work trains as preparations were made to open the line as a tourist railroad.

A new career

On July 10, 1971, the Wasatch Mountain Railway, "the Route of the Heber Creeper," officially opened for business with its first public passenger train. Motive power for the first trip was 2-8-2 No.35, a 1923 Baldwin logging engine from the Pacific Lumber



Company of Scotia, California. The 35 had arrived fully serviceable a few months earlier, just before the D&RGW removed the rails below Bridal Veil Falls. Being an oil-burner, it was decided that 35 would handle the bulk of the passenger trains, as the terrain was dry and prone to fire from 618's coal cinders. As a result, the 618 was kept in reserve, but still pulled its fair share of revenue trains while the 35 was down for maintenance work.

Over the next several years, many additional steam locomotives were acquired by the Wasatch Mountain Railway. These included former Rayonier logging mallet 2-6-6-2T No.110, Sacramento Valley & Eastern 2-6-2T No.2 and Yosemite Lumber Company three-truck Shay No.4. In 1973 the Shay was overhauled, but due to its slow nature was used mainly on the night dinner trains. The 35 and 618 handled the bulk of the regular daytime trains until two additional steam locomotives, former Sierra Railway 2-8-2 No.36 and Santa Maria Valley 2-8-2 No.100, both from the defunct White Mountain Scenic Railway of McNary, Arizona, were leased. These two Mikados were delivered to Heber City on lowboy trucks in mid-1976 after an eventful trip that included the 36 being dropped at speed onto the highway at St. Johns, Arizona (fortunately, the damage was minimal).

The arrival of the two locomotives from Arizona prompted the retirement of the 35, which was mechanically worn out, and the Shay, which had developed serious boiler problems. The 618 was also semi-retired because of management's decision that oil was (at the time) far cheaper than coal. Besides, all of the other steam locomotives on the WMRy were oil-burners, making the 618 the coal-consuming oddball of the bunch. As a result, the 618 would spend the remainder of the '70s and early '80s on display in the Heber City yard, even though it was well known that 618 was in the best mechanical condition of all the locomotives on the property.

RUNNING ALONG DEER CREEK RESERVOIR, *UP 618 is in charge of an NRHS Convention special on June 24, 1997. Conductor Ken Brown was piloting former U.S. Army 1218 out of the shop on August 4, 1995 (**right**). The 44-ton Davenport was acquired as surplus and pulled some of the Heber Valley's excursion trains in 1993. During the first two summers of Heber Valley operation diesel power was used while the 618 was being overhauled. On July 5, 1994, Union Pacific NW2 1011 was crossing Highway 89 on its way to Vivian Park (**below**). Freshly restored MRS1 1813 was headed for Heber City on the first day of the 1996 operating season on May 4th (**opposite top**). This was the first public trip for the 1952 EMD diesel. On the night of June 24, 1997, UP 618 was switching freight cars in the Heber City yard (**opposite bottom**) for the NRHS Convention.*

TOP KODACHROME: STEVE BARRY

Troubled times

Over the years the Wasatch Mountain Railway changed owner-ship and name several times. In 1980 the railroad was taken over by the non-profit Timponogos Preservation Society, and became the Deer Creek Scenic Railroad in 1983. With changes in owners came changes in operations. Most visible was the movement of a defunct railroad museum from Corinne, Utah, to Heber City starting in 1979. With the museum collection came two steam locomotives, former UP 2-8-0 264 (renumbered 6264 in 1954) and former Southern Pacific 2-6-0 1744. The latter was placed in service during 1980 and eventually took over tourist train duties from 2-8-2s 36 and 100, which were stored after their leases expired.

A final change of ownership in 1985

resulted in a reinstatement of the Wasatch Mountain Railway name and a short-lived revival for the 618. With increasing ridership, another locomotive was desperately needed to back up the 1744 (which at that time was the only operable steamer on the roster). After minor repairs, 618 was put back in service during 1986 and handled the bulk of the regular trains for the next few seasons. Unfortunately the railroad fell on hard times four years later, and 618 was put into storage. Beset with tax problems and litigation, the Wasatch Mountain Railway closed for good in October 1990.

The bulk of the railroad equipment accumulated by the WMRy was disposed of quickly. SP Mogul 1744 was sold to the Fort Worth & Western Railroad of Fort Worth, Texas (even though it was unclear who actually held the title), and it remains there today, dismantled and with an uncertain future. Mikados Sierra 36 and Santa Maria Valley 100 were sold to Oregon locomotive collector Fred Kepner. Today they are in storage and in disrepair, at the former SP shops in Ogden. The rest of the steam locomotives, coaches and freight cars were purchased by the State of Nevada and are to become part of the new Nevada State Railroad Museum complex and tourist train operation now under construction at Boulder City.

As the rest of the equipment was dispersed the 618, which was still owned by the Promontory Chapter NRHS and could not be sold with the rest of the equipment, was safely tucked away in the WMRy enginehouse but future operation appeared doubtful.

Rebirth

During its 20-year existence, the Wasatch Mountain Railway had become a great asset to tourism in Wasatch County and Heber City, and citizens were not content to give up "their" steam train. Since all of the right-of-way and track (save for the depot grounds) had long been owned by the Utah Department of Transportation, the mayor of Heber and several other local officials formulated a plan to get the trains rolling again using state funding. They succeeded in 1992 when the State Legislature created the non-profit Heber Valley Historic Railroad Authority to oversee the rebirth and operations of the new "Heber Valley Railroad". A lump sum of 1.4 million dollars was given by the state legislature to get the trains up and running again.

The Heber Valley Railroad had to literally "start from scratch," as the only piece of railroad equipment owned by the state was former Union Pacific NW2 1011, built by EMD in 1940. This unit had been donated by the UP to the Utah State Parks Department in 1977 and leased to the WMRy for track maintenance service. The 1011 was in decent mechanical condition, and in fact had powered the last WMRy train in 1990. The unit would prove to be a valuable asset to the HVRR during the first few years of operation prior to 618's return.

Since the original Heber City depot, yards and enginehouse were all still owned by the former operator of the WMRy, the Heber Valley set up shop a few blocks down the tracks across from the Wasatch County Fair Grounds. In late 1992 crews began construction on a passing siding and spur using track building equipment donated by Kennecott Copper. A passenger shelter was built and a former Missouri Pacific caboose was acquired and refitted for use as a depot and ticket office.

Two former Lackawanna m.u. cars and a former Clinchfield heavyweight coach were purchased to haul passengers, and several flatcars were donated by the Santa Fe and U.S. Army to be rebuilt as open-air cars. A former Union Pacific "Harriman" combine that had seen service at Heber for many years was purchased and has since been rebuilt as a traveling concession car. As a crowning touch, a former UP CA-3 class caboose was purchased from the Promontory Chapter NRHS which, upon investigation, turned out the be the very first steel caboose built for Union Pacific in 1941. It has since been rebuilt and restored with its original number as caboose 3700.

On an unusually cold and wet May 8, 1993, the Heber Valley opened for service with an inaugural run in the snow behind just-arrived diesel 1218, a former U.S. Army 44-ton Davenport acquired through Army Surplus. Union Pacific NW2 1011 brought up the rear of the train, which had to be run pull-pull style after a section of track near the siding at Deer Creek Dam became saturated with water and slid into Deer Creek Reservoir. Talk about a rocky start!

STEVE BARRY; LIGHTING BY STEVE BARRY, KERMIT E. GEARY, Jr., and JOHN TULLY

Overhaul of 618

In May 1992 the title to 618 was transferred from the Promontory

Chapter to the State of Utah, and the engine was towed by diesel 1011 to the new HVRR yard. Before the railroad could resume steam operations with 618, the locomotive needed a complete rebuilding, as it was discovered that the engine had received very little maintenance during its last few years of operation. In fact, 618 had operated an estimated 120,000 miles without any significant mechanical work! Needless to say, the engine was a basket case when acquired by the Heber Valley and spent a good part of the 1993 season as a static display in the yard while diesels pulled the excursion trains.

RACING ACROSS THE VALLEY *above Deer Creek Reservoir toward Heber City, Union Pacific 618 leads a northbound train through Charleston, Utah, on a chilly December 26, 1997.*

Before 618's restoration could begin, a suitable shop had to be built to perform the overhaul. Construction of a modern restoration shop started in 1993 near the passenger boarding area and was completed in 1994. The two-stall facility includes two drop pits, a large overhead crane, a steam-up bay with water and air and most of the machinery necessary for rebuilding a steam locomotive. It is large enough to house all the railroad's motive power, and is complete with offices and a crew breakroom with showers and locker space. It was a major investment, but the Heber Valley now boasts one of the more complete standard-gauge steam shops in the West.

The 618 was moved into the shop during December 1993 to begin the overhaul. The restoration was performed under the direction of the Heber Valley's chief mechanical officer Craig Drury and his crew of capable mechanics. The $245,000 rebuilding was partially financed by the State of Utah and partially by a Federal ISTEA grant.

During the overhaul, the boiler received all new flues and tubes, and a large patch, applied years earlier by Union Pacific, was removed and replaced. Ultrasonic testing was performed over the entire boiler shell and it was found to be in excellent condition. The superheaters, in basically sound condition, were inspected and reinstalled. The boiler was in remarkably good shape considering that it is over 90 years old.

The running gear required much attention, including major work on the springs and spring rigging. In the future, new tires for the drive wheels will be needed, although the current tires have several years of service remaining. On the tender, two wheelsets that were heavily worn were removed and replaced.

In the firebox, new grates were cast and a new ash pan was installed. The side sheets and tube sheets were inspected and found to be in excellent condition. Most of the rusted external piping was removed and replaced and the electrical system was completely rewired. A brand-new non-lifting injector purchased from the Strasburg Rail Road was installed on the fireman's side of the cab, replacing an unreliable Nathan lifting injector that had plagued the locomotive for years. A rain-bird sprinkler system was installed on 618's tender to lessen the fire danger from hot cinders. When the engine is working hard upgrade the sprinklers soak the right of way and douse any live cinders — and any railfans toting high-priced photo and video equipment, too.

As the rebuild progressed, new boiler insulation and jacketing were installed, and 618 and its tender were painted authentically for the Union Pacific with gloss black and graphite. Vinyl stick-on lettering was created with a computer using old photographs as guides. As a result, 618 now appears almost exactly as it did when it worked on the Union Pacific during the 1940s, and it's much more authentic than when it sported the bright silver smokebox and red/yellow "Heber Creeper" emblems on the tender during the 1970s.

On May 13, 1995, the rebuilt 618 ceremoniously backed out of the enginehouse for the first time amidst cheers from a large crowd of invited guests and friends. The engine then coupled to the passenger cars and departed for Deer Creek Dam with the first train of the '95 season. Upon arrival back at Heber City, the locomotive was serviced, inspected and pronounced roadworthy by the shop crew.

The future

The Heber Valley Railroad is constantly improving and upgrading to meet the needs of tourists in the area. In 1996 former U.S. Army MRS1 No.1813 was purchased to supplement the 1011 in work train service and for use on diesel-powered excursions. This unit was one of only 13 MRS1s built by EMD, and the only survivor of the EMD's to operate. Other acquisitions include an Army rail crane, Kennecott caboose and a former Salt Lake, Garfield & Western wooden boxcar.

The Heber Valley Railroad operates both steam and diesel powered excursions on weekends from May through October, and daily from June to September. The steam excursion to Vivian Park covers 32 miles and takes three and a half hours. The diesel trips are shorter (usually to the siding at Charleston) and last one hour. Special trains are run during the winter, with either the 618 or diesel 1813 providing the power. Reservations are strongly recommended.

Next time you are passing through the west, or near Salt Lake City, drop by the Heber Valley Railroad and see 618 for yourself. No visit to the Wasatch Mountains would be complete without a ride on the Heber Valley Railroad. You can call 435/654-5601 for current fares and departure times.

A SPECIAL THANKS must go to Craig Drury and Stan Jennings for their help with this article. Also thanks to John Rimmasch, Kent "Goober" Brown, Craig Lacey, Steve Carr, and the rest of the crew at the Heber Valley — JEFF TERRY.

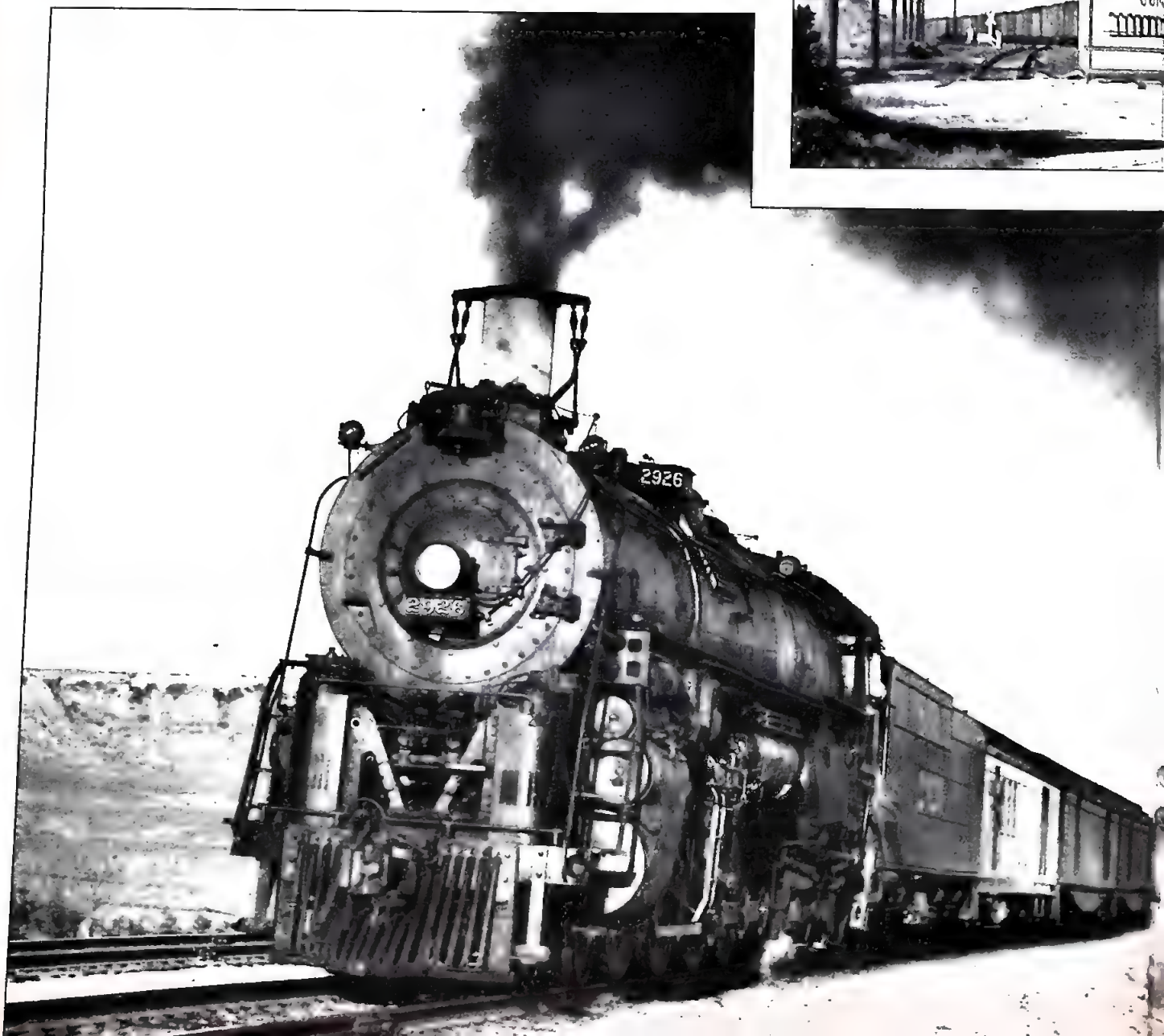
SANTA FE'S CURTIS HILL

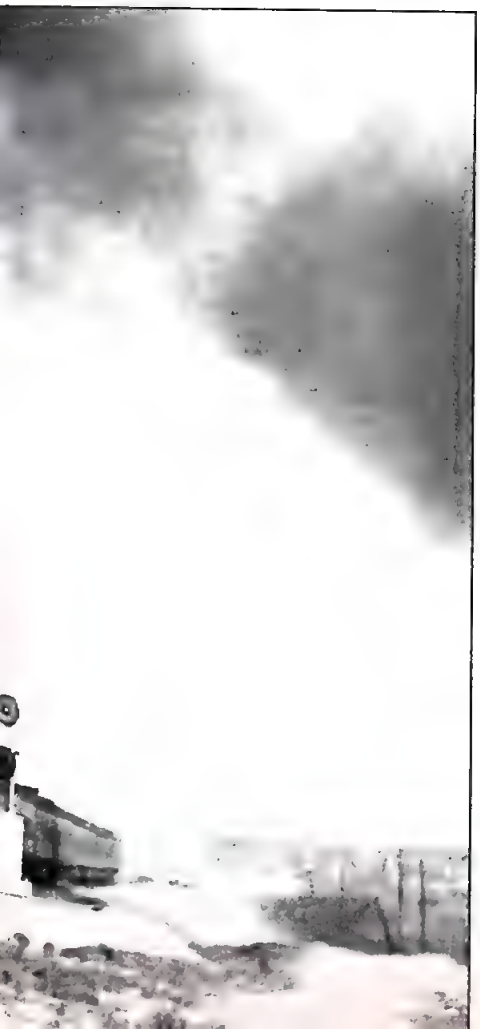
through the camera of PRESTON GEORGE

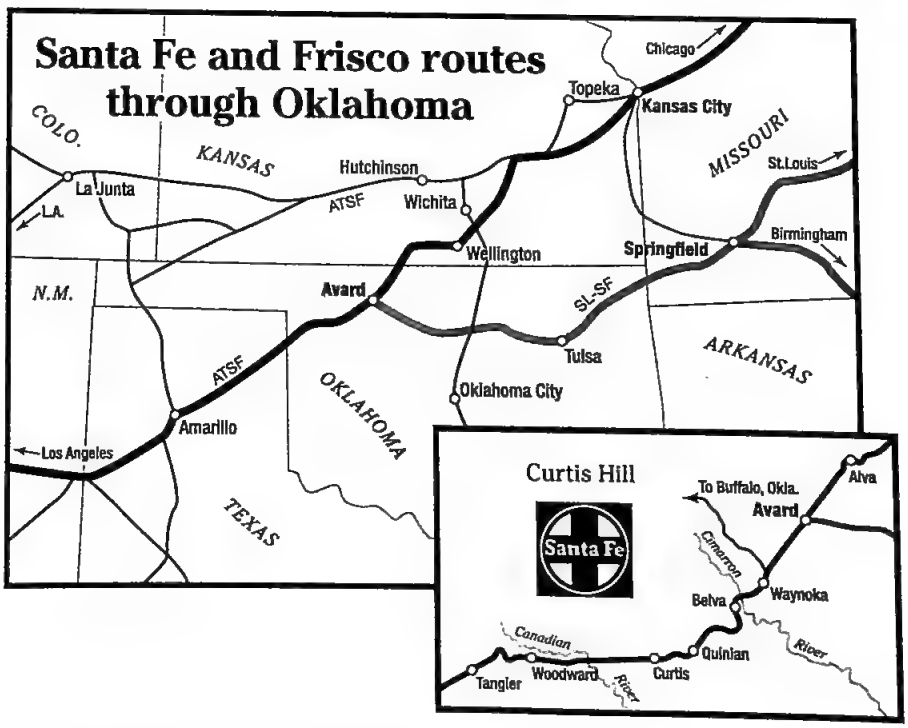
PHOTOGRAPHER PRESTON GEORGE made numerous trips to Curtis Hill along the Santa Fe in north-central Oklahoma over the years. During the 1940s he captured the best of Santa Fe steam along the line. This month we'll look at Curtis Hill during the steam heyday, and then next month Terry LaFrance will bring us back to Oklahoma for a look at today's operations by Santa Fe successor BNSF.

*It's 10:25 a.m. on May 4, 1947, as Santa Fe 4-8-4 1903 in starting up Curtis Hill just west of Waynoka, Oklahoma. Out of view is 2-6-2 1806 pushing on the rear (**below**). The Santa Fe maintained water and facilities at the top of the hill at Curtis (**left**). This was a "hot" train order office before the installation of CTC.*

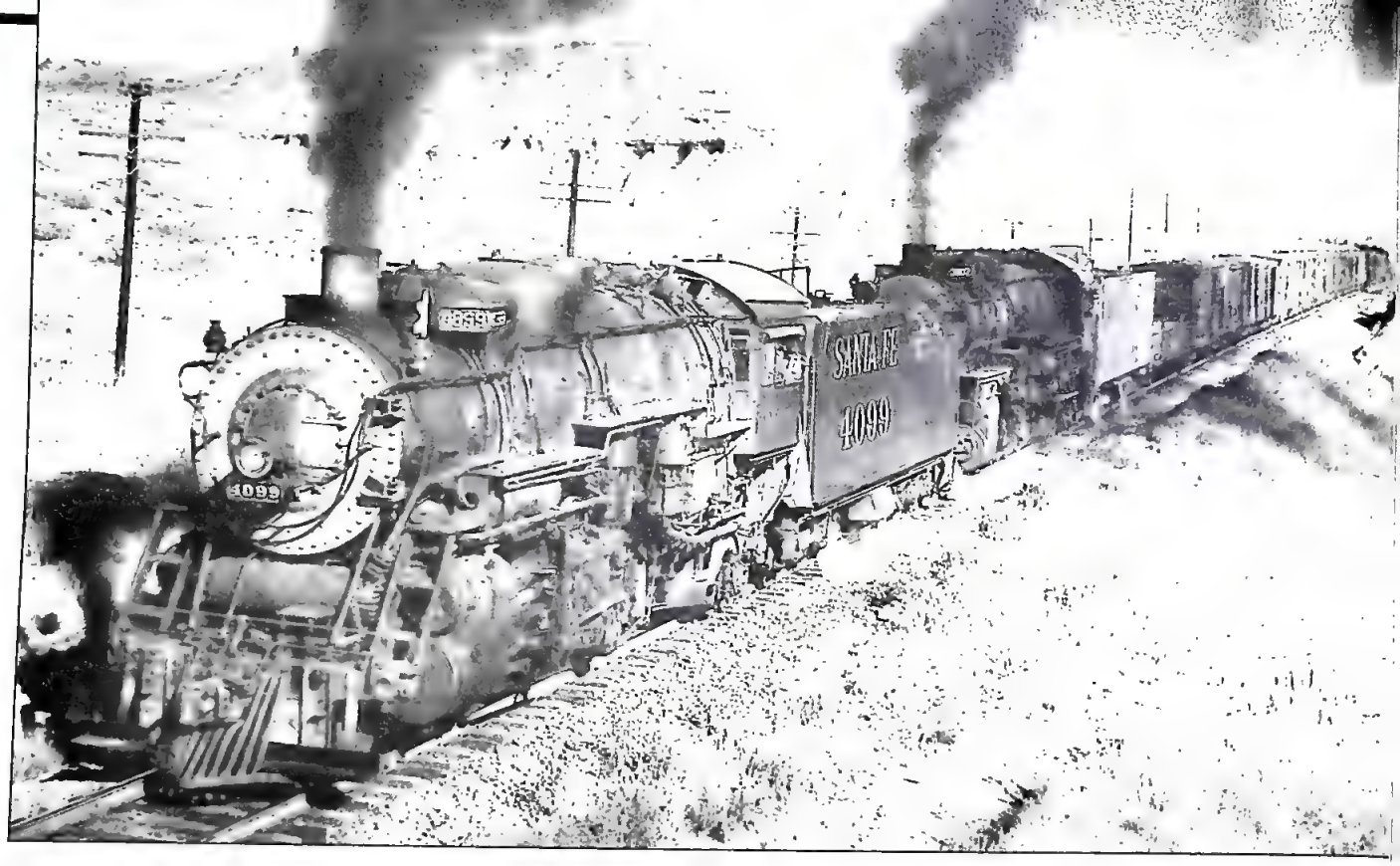
ATSF
1586


2926





SANTA FE 2-6-2 1886 *was helping train X5032 West up the long tangent below Quinlan, Oklahoma, on Curtis Hill (**opposite top**). Northern 2926 was leading Train No.1, the* Scout, *coming up Curtis Hill at the lower end of the Belva, Oklahoma, passing track (**left**). The train consisted of 13 cars and was travelling at 60 miles an hour. Santa Fe 5003, a 2-10-4, was going past the wood station at Quinlan at 25 miles an hour with 92 cars in tow on May 4, 1947 (**above**). The smoke cloud between the phone poles on the left belongs to the train's helper pushing hard on the rear.*



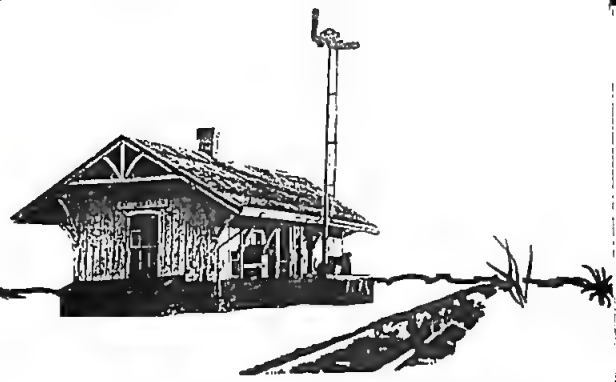
A PAIR OF SANTA FE LOCOMOTIVES, *2-8-2 4099 and 2-10-2 3902, were starting up the hill west of Waynoka with 102 cars westbound on November 18, 1945. During the World War II years, photographer George had to do his photo forays with only three or four rationed gallons of gasoline a week.*

THE ENTIRE ALIGNMENT *of the railroad over Curtis Hill was changed in 1945-'46 to reduce grades. Santa Fe 2-10-4 5032 was coming up the hill below Quinlan with its helper, 2-6-2 1886, smoking in the cut in the distance* ***(below)****. The original alignment over the hill is visible to the right of the train.*

***SANTA FE TRAIN No.2, THE* SCOUT,** *was coming down hill at Belva, Oklahoma, on November 3, 1945. Northern-type 2928 had 16 cars in tow moving along at 35 miles an hour. The* Scout *ran daily over the Santa Fe between Chicago and San Francisco via Wichita, Amarillo and Albuquerque.*

A *WESTBOUND FREIGHT* *led by 2-10-4 5026 was going up Curtis Hill between Heman and Belva on March 22, 1947 (**below**). The smoke over the fourth car belonged to 2-6-2 1805 pushing on the rear. Soon the 1805 came into view (**bottom**), working hard against a classic Santa Fe caboose.*

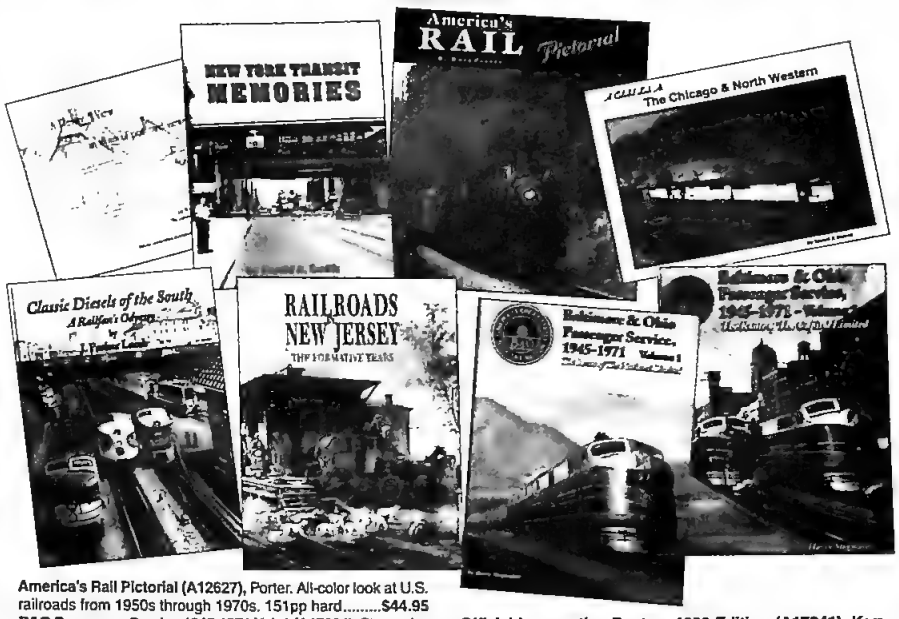
BOOK DEPOT



Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard $41.95
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft.$15.95
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
Baltimore & Ohio Heritage 1945-1955 (C52), Krause & Crist. Steam/diesel action in black & white. 48pp soft .. $7.95
Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft ...$15.95
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....$15.95
B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard.....$50.00
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .$44.95
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard $49.95
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard $39.00
Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard $49.50
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard $46.95
Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft.....$19.95
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft $8.95
CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft.....$24.95
The Challenger Locomotives (A14000), Kratville. B&W album on UP's big articulateds. 144pp hard $35.00
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft $18.95
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft $11.95
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard $49.95
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $12.95
Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard $35.00
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....$39.95
The Circus Moves By Rail (C00085), Parkinson & Fox. Complete story of circus trains. 392pp hard.....$54.95
Circus Trains, Trucks & Models (C70), Carstens. Photos, stories and memorabilia. 52pp soft $12.95
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft $15.95
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . $7.95
Connecticut Company's Streetcars (C00082), Kramer & Wadhams. Black & white photos, rosters. 96pp soft ... $21.95
Connecticut Company's Streetcars (C00083), Kramer & Wadhams. Black & white photos, rosters. 96pp hard . $26.95
Conrail's SD40 and SD40-2's (A16865), Bernet. Color pictorial of CR and predecessors. 48pp soft $19.95
CSXT Diesel Locomotives & Predecessors in Color (A17287), Nuckles. With rosters. 64pp soft $19.95
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft $9.95
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard $45.00
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard $49.95
Diesel Locomotive Rosters (A16306), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft $24.95
Dining by Rail (A00803), Porterfield. History & recipes from the great of rail cuisine. 384pp hard $35.00
Dinner is Served (A12047), Loveland. Inside SP's dining car operations, includes recipes. 242pp, hard $39.95
The Dixie Line (C00087), Castner. History, photos and maps of the NC&StL in steam and diesel days. 96pp hard....$26.95
Donner Pass (A12026), Signor. Illustrated history of famous Sierra crossing. 290pp, hard.....$57.95
Encyclopedia of Trains & Locomotives (A12626), Riley. Railroad people, places and machines. 224pp, hard....$22.98
East Broad Top (A12048), Rainey & Kyper. Comprehensive history with maps and photos. 256pp hard.....$49.95
East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard $48.00
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft $9.95
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard $45.00
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard $45.00
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....$39.95
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
Fairbanks-Morse Locomotives in Color (A14300), Boyd. Comprehensive survey of F-M owners. 128pp hard.....$49.95
Fiddletown & Copperopolis (A12604), Fallberg. Humorous history of fictitious narrow gauge line. 144pp, soft.....$14.95
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft $15.95
Forty Feet Below (A12617), Moffat. The story of Chicago's freight tunnels. 84pp soft $13.95
Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft $29.95
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft $11.95
Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....$12.95
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard $45.95
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....$19.95
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....$19.95
History of Carolina & North-Western (A17014), Bumgarner. 140 years of history before Southern. 190pp hard $49.95
History of the Georgia Railroad (A17016), Hanson. Illustrated history with rosters. 206pp hard $49.95
History of Railroading in Western North Carolina (A17015), Poole. Rails in the Smokeys. 191pp hard $49.95
Hoboken's Lackawanna Terminal (A13423), Scull. Many rare photos. 96pp soft $12.50
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....$3.95
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....$49.95
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard $16.95
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard $37.95
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft $39.95
Last Steam Railroad in America (A12624), Link & Garver. Day and night photos of N&W steam. 144pp, hard.....$49.95
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft $13.95
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard $45.00
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard $45.00
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard $45.00
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard $44.95
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard $52.50
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft $13.95
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft $13.95
Limiteds Along the Lakefront (A14454), Lind. Illinois Central diesels and electrics in Chicago. 144pp hard.....$25.00
L&N Railroad: The Old Reliable (A17274), Castner, Flanary & Dorin. Illustrated complete history. 232pphard.....$29.95
Memories of N&W Power (A14212), Carleton. Steam and a few diesels in black & white. 176pp hard $34.95
Memories of O&W Power (A14204), Carleton. Black & white photos, steam and diesel. 72pp soft $10.95
Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft $15.95
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft $17.00
The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard $35.00
Minneapolis & St. Louis in Color (A14301), Green. Colorful diesels and some steam. 128pp hard.....$49.95
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
Motive Power of the Union Pacific (A14005), Kratville & Ranks. Steam and early diesels. 327pp hard.....$52.50
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft $14.95
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard $20.00
New Haven Division: Murray Hill to Cedar Hill (A15100), Sherry. An NYNH&H pictorial. 96pp soft $15.95
NYO&W in the Diesel Age (A13813), Mohowski. Operations and locomotives from the end of steam. 96pp soft.....$29.95
NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard....$62.50
NYC and the Trains of the Future (A17269), Doughty. *Aerotrain, Talgo* and futuristic '40s trains. 102pp, hard $25.95
NYC's Early Power 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard $50.00
NYC Lightweight Pass. Cars, Trains and Travel (A17271), Doughty. Data on cars and operations. 152pp, hard $28.95
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....$29.95
NKP Passenger Service: Postwar Years (A17268), Holland. Illustrated history of NKP equipment. 128pp, hard $26.95
Nickel Plate Road Publicity Photos 1943-1952 Vol. 1 (A17270), Corns. Over 150 B&W photos. 128pp hard .$25.95
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft $5.95
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft $14.95
Norfolk Southern Diesel Locomotives (A17297), Toth. Model-by-model coverage, illustrated. 108pp hard.....$19.95
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard $33.95
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. Pre-Conrail pics. 56pp soft $4.00
Northern Pacific Color Pictorial Vol.1 (A15656), Shine. Steam and early diesels, by division. 128pp hard $49.95
Northwestern Pacific RR (A17074), Fox. Pictorial of NWP and successors since 1982. 112pp hard.....$38.95
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....$17.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Pennsy Diesel Power Review (A14213), Carleton. B&W shots of units in action system-wide. 224pp hard.....$44.95
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Power III (A14109), Staufer, Edson & Harley. Covers 1847-1968, 1300 photos. 512pp hard $75.00
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard $45.00
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....$49.95
Pere Marquette in 1945 (A15251), C&OHS. Detailed descriptions of entire system, w/photos. 78pp soft.....$12.95
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....$47.95
PTC Rails (A16867), Kramer & James. Historical B&W scenes from Philadelphia's trolley years. 104pp soft....$21.95
President Travels by Train (A17299), Withers. Presidential rail travel from 1830 to 1996. 422pp hard.....$39.95
R.R. Atlas (Vol. 1): Northeast (00953), Walker. Includes ME, NH, VT, MA, RI, CT, NY, NJ, PA, DE, MD. 74pp soft.....$22.95
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....$23.95
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft.....$22.95
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....$22.95
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Includes Upper MI, WI, IL. 80pp soft.....$22.95
R.R. Atlas (Vol. 6): Great Lakes East (A00957), Walker. Includes Lower MI, IN, OH. 84pp soft.....$22.95
Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft $24.95
Railroad Stations of New England Today (A16855), Beauregard. B&M depot pix. 72pp soft $7.95
The Railroad That Came Out at Night (C65), Kyper. Railroading in and around Boston. 72pp soft $12.95

Rails East, II the Rutland (C54), Jordan. Successors to the Rutland ... 76pp soft $12.95
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft $15.95
Remarkable GG1 (A13406), Zimmerman. Complete illustrated history of classic PRR electrics. 72pp soft..... $12.95
Remember the Rock (A13801), Hastings. Outstanding black & white photos of CRI&P. 48pp soft $13.95
RF&P RR, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard..... $28.95
RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard $42.00
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard $41.95
Rock Island in Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard ...$49.95
Rock-A-Bye Baby (A16866), Taber. History of Rockaway Valley Railroad. 55pp soft..... $11.95
Sand Patch: Clash of Titans (A17053), Roberts. B&O from Cumberland to Connellsville. 224pp hard..... $50.00
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard $49.95
Santa Fe 1940-1971 in Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard..... $49.95
Santa Fe: RR Gateway to Amer. West (A12046), Duke. ATSF history in California. 288pp hard..... $59.95
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* to Amtrak. 112pp soft $17.95
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....$19.95
Southern Railway's Spencer Shops 1896-1996 (A17273), Galloway & Wrinn. Illustrated history. 106pp hard..... $22.95
Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Limiteds (A14002), Kratville. Illustrated history of steam-powered passenger trains 422pp hard ...$55.00
Steam, Steel & Stars (A12623), Link. Classic b&w night photos of N&W steam by the master. 144pp, soft $19.95
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft $17.95
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pore-Amtrak CZ. 104pp soft..... $19.95
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard $39.95
Susquehanna (C60), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft $15.95
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard $25.95
Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard..... $42.95
Timetable Treasury (A16307), Wayner. North American schedules and consists. 170pp soft $19.95
Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft..... $29.95
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft $14.95
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard..... 38.95
Train Country (A12620), MacKay & Perry. Illustrated history of Canadian National Railways. 192pp soft..... $24.95
Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard $44.95
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard $44.95
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard $12.95
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Twin City Rapid Transit (A14453), Lind. Illustrated history of Minnesota streetcars. 96pp soft..... $12.50
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard..... $39.95
Union Pacific Cheyenne West (A17073), Fox. Contemporary UP action in the mountains. 96pp hard $37.95
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard..... $49.95
Union Pacific Streamliners (A14004), Ranks & Kratville. Giant, illustrated coverage. 592pp hard..... $62.50
Victory Branch R.R. of Vermont (A12611), Hopper. St.J&LC's timber-hauling line. 32pp soft $9.95
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft $15.95
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft $14.95
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard....$19.95
Western Maryland Diesel Locomotives (A17272), Stakem & Stakem. Roster info and photos. 106pp, hard..... $24.95
Without Fitting, Filing or Chipping (A15708), Winpenny. Illustrated history of Phoenix Bridge Co. 154pp, soft....$19.95
World of Steam (A14502), Huxtable. Color photos of contemporary steam around the globe. 48pp soft..... $19.95

★★ NEW ARRIVALS ★★


America's RAIL Pictorial
NEW YORK TRANSIT MEMORIES
The Chicago & North Western
Classic Diesels of the South
A Railfan's Odyssey
RAILROADS NEW JERSEY
THE FORMATIVE YEARS
Baltimore & Ohio Passenger Service, 1945-1971

America's Rail Pictorial (A12627), Porter. All-color look at U.S. railroads from 1950s through 1970s. 151pp hard.....$44.95
B&O Passenger Service 1945-1971 Vol. 1 (A17284), Stegmaier. Illus. history of National Ltd. route. 116p, hard $24.95
B&O Passenger Service 1945-1971 Vol. 2 (A17266), Stegmaier. Illus. history of Capitol Ltd. route. 148pp hard $26.95
Classic Diesels of the South (A17267), Lamb. B&W pictorial of diesels through the '70s. 117pp hard.....$26.95
A Colorful Look at C&NW (A16868), Bernet. All-color pictorial of C&NW diesels. 48pp. soft $19.95
New York Transit Memories (A13432), Smith. Vintage b&w subway and trolley scenes. 88pp. soft $16.95
Official Locomotive Rosters 1998 Edition (A17041), Kerr. Over 850 rosters! Pocket size, soft $19.95
A Penny a View Vol. 1 (A13020), McCabe & Gordon. Vintage postcard views of Sussex Co. NJ. 48pp soft.....$14.95
A Penny a View Vol. 2 (A13021), McCabe & Gordon. More vintage postcard views of Sussex Co. NJ. 57pp soft $14.95
R.R. Atlas (Vol. 7): Appalachia & Piedmont (A00958), Walker. Includes NC, TN, KY, VA, WV. 100pp soft.....$23.95
Railroads of New Jersey (A13000), Cunningham. Illus. history of Garden State rails through 1915. 328pp hard $49.95

To Order Call Toll Free
1-800-474-6995 24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us: 1-973-383-4064

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)

Please send books indicated below:

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

CHARGE TO: ☐ Am Ex ☐ Optima ☐ MasterCard ☐ VISA ☐ Disc exp. ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

2704

Quality Railbooks Since 1976

All color books (48 pages each)
Now 3 titles.....NEW !

Anthracite Country Color.....$19.95
by Gerard Bernet...a 48 page color pictorial of RDG, CNJ, LV & PRR in the Keystone state's coal region featuring the works of Bruce & Arch Kantner.

A Colorful Look At: The Chicago North Western
by Gerard Bernet.....$19.95
80 photos show the CNW in the last 30 years in this brief look at the railroad. The book contains both action and roster shots.

A Colorful Look At: Conrail's SD-40 and SD40-2's
by Gerard Bernet.....$19.95
66 views of both action and roster shots.Complete roster and mechanical specs. are done in chart form.

PTC Rails...by Kramer & James.....$21.95
104 pages with over 200 black & white photos and illustrations giving an in depth look at Philadelphia's trolleys before SEPTA

The Hard Coal Carriers: by Gerard Bernet
Vol. 1 - "First Generation Geeps".....$19.95
80 page with 11 color and 119 B&W photosof GP7, 9 & 18's of EL, Erie, DLW, CNJ, LV and RDG.
Vol. 2 - "Camelback Twilight".....$19.95
96 page 130 B&W photos on Jersey Central passenger camelbacks.

Change At Ozone Park.....$18.95
by Herbert George 80 pages with 12color and 112 B&W photos on LIRR Far Rockaway & Rockaway Beach Branches.
Pennsy K-4's Remembered.....$ 6.95
by Frederick Kramer
The Handsomest Trains In The World.....$15.95
By Greenberg & Kramer (LV Psgr trains)
The Morristown & Erie Railway.....$ 8.95
by Bob Pennisi
Lehigh Valley Railroad Passenger Cars.....$13.95
by Mickey & Warfel
26 Miles To Jersey City.....$ 8.95
by Pete Komelski (CNJ stations)
Railroad Stations Of New England Today
V-1 Boston & Maine.....M. Beauregard.....$ 7.95
Rock-A-Bye-Baby....T. Taber.....$ 11.95

The Northeast Railroad Scene Series
Vol. 5 The Jersey Central.....$ 6.00
PHOTOGRAPHS.....$ 3.00 each
Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. Catalog also lists books & videos of other publishers and misc. railroadiana.....$1.00 (free w/order)
ORDERING INFO: Orders under $25.00 add $2.00 P&H. NJ residents add 6% sales tax. Foriegn orders (Check must be drawn on U.S. bank & in U.S. funds) add 10% for shipping (minimum $5.00) allow up to 4 weeks for delivery. Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

ON THE MENU

by JAMES D. PORTERFIELD

Shameless self-promotion

THERE IT WAS, buried innocuously among the messages on my voice mail one evening when I returned home. "Jim," the voice said, "can you provide me with blurb copy for *Dining by Rail?*" It was Jim Fitzgerald, my editor at St. Martin's Press. "We've decided to do a trade paperback and I want critics' comments for inside the cover." In such ways do writer's lives change.

Can I provide blurb copy? Authors are known to keep such things — published comments in praise of their work — under their pillow. I've had the good fortune to find *Dining by Rail* praised everywhere from The New York *Times* to *Entertainment Weekly,* with a lot of railroad publications included in the list. Better yet, my creditors will tell you, is the fact that in hard cover the book has done well, considering it is a $35.00 cookbook aimed at two specialty markets: railfans who like food and food fans who like trains. So, after a five year run in hardback, look for *Dining by Rail* in paperback, and at $16.95, in bookstores everywhere in June (creditors, after all, are never satisfied).

Shortly after receiving this good news, I was contacted by one William Curley, Director of nearby Penn State Altoona's Continuing and Distance Education program. Seems he and the folks at the Railroaders Memorial Museum (Peter Barton, Executive Director, and Cummins McNitt, Curator), also in Altoona, are reviving the annual rail conference held there since 1986, but shelved in 1996 and 1997. Now called the Railroad Heritage Conference, it will run from June 18 through 21.

Focusing on "The Railroad and American Life," it will include tours of nearby historic sites and bustling Conrail facilities, numerous interesting lectures, and a reception and tour held at the Museum's newly renovated Master Mechanic's Building. This facility, a world-class reconstruction of work and life in Altoona when the Pennsylvania Railroad was preeminent there, puts the Railroaders Memorial Museum in the big leagues of rail history sites that offer interactive interpretations of railroad history.

Dinner each night will be an authentic rail dining experience, with recipes coming from, guess where (that's right, *Dining by Rail* again). My talk, on the first evening, will focus on all the reasons why, at one time, the best restaurants in America came to be attached to trains. Others on the program who have been mentioned previously in this column are Janet Greenstein Potter, author of *Great American Railroad Stations,* and Jack Orr, author of a fascinating, as yet untitled, biography of his father, O.P. Orr, who was a Pennsylvania Railroad engineman between 1904 and 1949, a book I am editing for publication in 1999.

For more information on the 1998 Railroad Heritage Conference, or to register, call Bill Curley's office at 814/949-5048.

Before leaving "me" as the subject of this column, I want to emphasize that in truth, I am humble in the extreme over the interest shown in my book and this column. None of this would have happened without the support of the aforementioned Jim Fitzgerald. A railfan himself, he champions railroad books in an environment that tends to treat them as sale-table stuff. For a mainstream publisher such as St. Martin's Press to consider a book for publication, it has to see a market that will buy at least 5000 copies almost immediately. Anyone familiar with railfan publishing knows it may take as long as ten years for a print run of 1500 copies of a railfan book to sell out. Nonetheless, Jim has gone to bat for my book and others, such as *Supertrains: Solutions to America's Transportation Gridlock* and *Derailed: What Went Wrong and What to do About America's Passenger Trains,* both by Joseph Vranich, and *Short Lines,* an anthology of rail fiction by Rob Johnson. That they are published by a large New York publisher, as St. Martin's Press is, gives them, and railroading, wide media attention, distribution into the big bookstore chains, and more and better word-of-mouth at the bookstore level. I would still be writing an occasional how-to piece for a cat newsletter if Jim hadn't supported *Dining by Rail.* I want to thank him here as well for his encouragement and support.

Other News

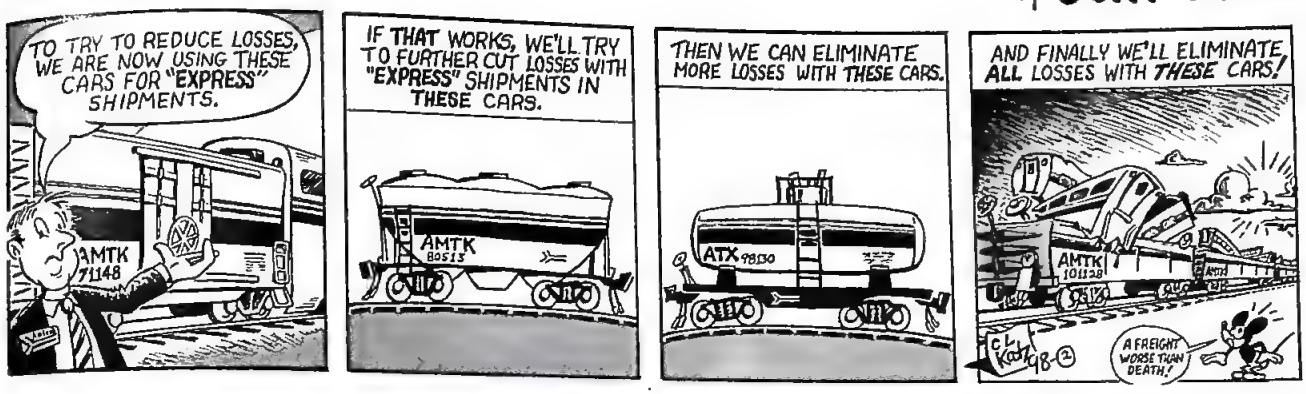
American Orient Express: Late work that the ever-broadening schedule of the *AOE* has added two additional new programs to the *Jazz & Blues Express* mentioned last month. In March and April (hurry), the seven-day run of the Washington-New Orleans *Ante-bellum South* takes you to stops in Mobile, Alabama; Savannah, Georgia; Charleston, North Carolina, and Richmond, Charlottesville and Appomattox, Virginia. In September, a Montreal-Washington *American Heritage* ten-day tour takes in Plattsburgh (Lake Champlain), Ticonderoga and Saratoga Springs, New York, Boston, Stockbridge and the Berkshire Hills in Massachusetts, Hyde Park and the Hudson River Valley, the Brandywine River Valley in Delaware and the nation's Capitol. To request information or make reservations, call 888/759-3944 or 206/441-2725.

Napa Valley Wine Train: The *Napa Valley Wine Train* web site (www.napavaley.com/winetrain.html) is of interest for its pictures and descriptions of excursions, including schedule information, and for background information on the history of the train. It also now features the Wine

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ


TO TRY TO REDUCE LOSSES, WE ARE NOW USING THESE CARS FOR "EXPRESS" SHIPMENTS.
AMTK 71148
IF THAT WORKS, WE'LL TRY TO FURTHER CUT LOSSES WITH "EXPRESS" SHIPMENTS IN THESE CARS.
AMTK 80513
THEN WE CAN ELIMINATE MORE LOSSES WITH THESE CARS.
ATX 98130
AND FINALLY WE'LL ELIMINATE ALL LOSSES WITH THESE CARS!
AMTK 101128
A FREIGHT WORSE THAN DEATH!

Emporium, offering a vast selection of Napa Valley's finest wines by credit card.

L&N: Robert Majors in North Carolina sent a copy of the Louisville & Nashville Railroad's Dining Car Service instructions, which was no doubt posted in the car's pantry for the crew. Dated July 1921, this 8½"×17" document, like similar ones on other railroads, lays out the rules for service to waiters and stewards, and covers everything from arranging a plate of oysters on shell, to the fact that pieces of ice in glasses of water should not project above the surface of the liquid. Bob's favorite admonition among the 22 general "Notes of Service" reads: "Ladies unescorted should be seated at table with other ladies rather than at table with men." We all know what might go wrong if the latter occurred.

Amtrak: Crews on the *Coast Starlight* have added another gift to those given at random to first-class passengers on that fine train: A subtly marbled cobalt blue mug with a gold band around the rim and a gold *Coast Starlight* emblem on the face. Designed and executed by Dick Luckin at China Concepts, the mug joins other parting gifts that include an umbrella, a holiday ornament with greeting cards (Angela Trotta Thomas' "One Track Mind"), and more. (Note: Gifts given out on each run vary).

The note last month on local foods served on board the *Vermonter* brought me a six-page fax from Maureen Garrity, a spokeswoman for Amtrak's Northeast Corridor Strategic Business Unit. She called my attention to the fact that, late last year, menus on Amtrak's *NortheastDirect, Metroliner* and *Empire* trains introduced healthy and tasty alternative foods to compliment already popular selections. "Smoked turkey with mozzarella cheese on a tomato basil focaccina roll, a chicken breast wrap with cheese and a spicy Tabasco-seasoned roasted vegetable mix, a 'bottomless' cup of coffee — these are but a few of the additions to the revamped menu," she wrote. Desserts now include muffins, cookies, and brownies from Sweet Sam's, featuring all-natural ingredients and no preservatives, to go along with Snackwell's reduced fat cookies. These are "not just selections we like," says Northeast Corridor vice president Barbara Richardson. "We've listened to our riders' suggestions and are delivering the types of nutritious and tasty offerings they want." Look for better presentation, both on the wall menus and your plate. Riding Amtrak can be a healthy experience.

I'D LIKE YOU TO MEET ...

Preston George

The photographer who took the photographs of Santa Fe action on Curtis Hill that appear in this issue is the late Preston George. These photos were originally forwarded to Terry LaFrance, who was preparing an article on today's Curtis Hill and was looking for some vintage material to go along with his feature, by Preston's oldest daughter Burnis George Argo. We liked Preston's material so much that we decided it should be presented on its own. We're also fortunate that his daughter was able to forward a biography of Preston telling his own story.

"I was born on October 6, 1906, on a farm in the Osage Indian reservation before Oklahoma became a state. When I was two my parents moved twelve miles away from the reservation to a small farm adjoining a Santa Fe freight line on the outskirts of Kaw City, Oklahoma. Here I grew up watching trains thundering by or stopping to take water, as Kaw City was a water stop for the many freight trains that passed. The water tank was within sight of our house. It was here I must have acquired my love of trains.

"My interest in railroading sprouted on that farm and has lasted ever since. This interest was whetted by once-a-year trips of some 300 miles by train to visit my grandparents in northeastern Kansas. I could recite by memory every town and flag stop on the Santa Fe from Kansas City to the Oklahoma border.

"After finishing high school at Kaw City I completed a degree in Civil Engineering at Oklahoma A&M College (now Oklahoma State University). The next ten years I worked on road building projects for the Oklahoma highway department. It was during this time, in 1933, that I married Margaret. We later had two daughters and three grandsons. In 1941 we moved to Denver and from then until retirement I worked for the Bureau of Reclamation, living in Denver, Altus, Oklahoma, and lastly, Edmond, Oklahoma.

"But back to my childhood. I never thought of taking pictures of trains then, although I wasted several rolls of film on our cattle, horses, dogs and cats. About 1935 I ran across a copy of RAILROAD STORIES, later renamed RAILROAD magazine, and saw

VIDEO

TRACKSIDE

PRESENTS TWO NEW TAPES
FOR ONLY ***$24.95*** EA. PPD.

WEEKEND STEAM
VOLUME 1

Ride along for a Trackside Video ***Exclusive*** with ex-Southern 4501 and her vintage consist for the "Great Freight of '96" along the Tennessee Valley Railroad. Next we'll travel to New Haven, Ky for a ride behind L&N's 152 at the Kentucky Railway Museum. We bring Vol. 1 to a close with the N&W 611 from Atlanta to Toccoa in the fall of '93. We take you Trackside and on the train for one full hour of ***Great Steam Action.*** 61 min.

The GEORGIA NORTHEASTERN

Climb aboard and join us as we take a ride on the Georgia Northeastern Railroad. We'll be following the former L&N Hook and Eye Route as we travel to the north Georgia mountains. Ride a GP-9 across the Etowah River as we climb the grade to Keithsburg on our way to Tate. Along the way we'll do a little switching as we drop our consigned loads in Holly Springs, Canton and at Tyson. As a special bonus we'll travel to Marble Hill, Ga for a ride on the Georgia Marble Railroad with NW-2 #81 as she climbs through switchbacks on her way to Tate. 78 min.

ONLY ***$24.95*** EA. PPD.
TO ORDER CALL TOLL FREE
1-800-548-8476
OR SEND CHECK OR MONEY ORDER TO:
TRACKSIDE VIDEO
P O BOX 234
FOREST PARK, GA 30298
VISA • MASTERCARD • DISCOVER

the many photos of locomotives and trains. This started me on a new hobby. At first I took still pictures of engines with a cheap camera and traded prints with other fans.

"In 1940 I was lucky to get hold of a post-card-size Graflex camera, an excellent piece of hand-held equipment in its day. It had a focal-plane shutter, top speed 1/1000 second, and used roll film. It is the same type as used by Richard H. Kindig, Otto C. Perry and many other rail-action experts. Earlier such cameras had been used by many sports photographers in getting good football shots.

"The next year I moved to Denver and met Kindig, a very likable fellow. He took this misplaced Okie under his wing and soon we were out along various Colorado main lines as he gave me an education in the techniques of getting good shots of steam in action.

"In 1944 I moved back to Oklahoma and immediately realized we had as interesting trains and scenery in Oklahoma as in Colorado, so I set out to put as much as possible on film. My main handicap was gasoline rationing, me with one car and an "A" ration of about three or four gallons a week. But I did my best and have some really nice Oklahoma photos to show for it before the diesels took complete charge.

"During those World War II years I was fortunate to be able to obtain a letter from the Santa Fe allowing me to be on their property to take photos. Of course, they had a letter from me absolving them of any accident I might sustain while on their property other than areas open to the public. I took advantage of that permit brazenly and often but, believe it or not, I was never once challenged or asked to show my authority for being there."

And Burnis George Argo adds these comments about her father:

"My dad's first trip by train was when he was six weeks old. Very sickly, his mother and grandmother, who had come to Oklahoma Territory for his birth, thought he would

surely die. They took him back to Kansas so his grandfather, who was a doctor, could look after him. The job was apparently well done, as he lived for 86 mostly very healthy years.

When I was a small child my dad used to try to get me to sleep, as I was something of a night owl as he was. Instead of reading bedtime stories to me like most parents, however, he would turn out the lights and I would drift off to sleep to the sound of him reciting station stops along various rail lines.

My sister and I laughed for years about 'growing up alongside the railroad tracks' as most weekends and vacations were spent by our family — my sister, my mother and I — sitting in the car out in the country somewhere 'waiting for a train to come by' while dad had stationed himself and his camera in a good location to get the shot. And usually he took only one shot. During the years he was taking steam pictures he first had little money to spend on film because he was just out of college and beginning his career and later during World War II the film was in short supply. He usually allowed himself one shot which meant he had to really scout his locations to be sure he was in the best place.

"The 'one shot' habit became a little bone of contention in later years between my father and my husband, who is a professional editorial news photographer. Jim would give dad film and sometimes even cameras for the few photo shoots dad still went out on. Usually he would come back with one, maybe two, shots on a whole roll of film, just like the old days. He always told Jim, 'If you do it right the first time one shot is all you need.' Jim's point was at that rate it would take five years to use up a 36-shot roll of film or else a lot of film was going to be wasted.

"In addition to the train pictures, Preston was a square dancer and caller, a genealogist, amateur radio operator, amateur archaeologist and writer, all hobbies he was actively pursuing until shortly before his death. His last train photo expedition was in the fall of 1992 when he and mother went with Oklahoma railroad artist John Holbird and his wife out to spend the day at Curtis Hill."

Preston's youngest daughter, Margie, is

TOUR SCANDINAVIA BY RAIL WITH CARSTENS

September 10 - 26, 1997

Ride the railroads of Denmark, Sweden & Norway. High speed mainline trains, narrow gauge steam tourist lines, mountain climbing tramways with wood cars. Train carrying railroad ferries. Visit Copenhagen, Oslo, Stockholm. See railway and Viking ship museums, fjords, castles, famed Tivoli Gardens, and tax-free shops.

DENMARK
NORWAY
SWEDEN

Join Hal and Phyllis Carstens, publishers of RAILROAD MODEL CRAFTSMAN and RAILFAN & RAILROAD on their fourth special rail tour. This year we visit the the Scandinavian countries of Denmark, Sweden and Norway. Our tour crosses the Arctic Circle by rail, visits railway museums in Denmark and Norway and a steam narrow gauge line in Sweden. Also high speed X2000 service to Uppsala, ancient wooden trams that climb over 1400'. Coal powered ferries and a 2-1/2 day cruise of fjords. And you'll visit Tivoli Gardens, Oslo, Stockholm, Copenhagen, Linnaeus Gardens (1300 species represented). All breakfasts and some meals included. Bring your camera. And be ready for some great dining.

- **Cross the Arctic Circle by Rail**
- **Swedish X2000 • Train Ferries**
- **Railway Museums • Fjord Cruise**
- **Steam narrow gauge • Tivoli**
- **Wooden Oslo Trams up 1433 ft.**
- **Nor. National Railway Museum**
- **5.5% grade Flam line • Castles**
- **Scenic Rauma line • And More**

Tour cost per person from New York, NY (JFK) double occupancy $3,995.00; per person, single occupancy $4,995.00. Space is limited. For more information or to make a reservation, send a $300.00 deposit per person to:

WORLD RAIL TRAVEL SPECIALISTS, INC.
P. O. Box 205
Walterville, OR 97489, USA
Phone and FAX: 541-726-2601
TOLL FREE: 1-800-821-6233

now deceased. He and Margaret, also deceased, lacked two months and a few days celebrating their 60th wedding anniversary. He died of complications brought on by pneumonia on April 18, 1993. At the present time his large collection of steam train photographs (both his own and those of other photographers in his collection) are being organized and cataloged by the family prior to their being donated to the Oklahoma Historical Society. The photo of Preston (**opposite**) was taken during his last visit to Curtis Hill in 1992.

VIDEOS

A visit with Hooters

Hooters on Blue Ridge from Goodheart Productions, P.O. Box 47131, Chicago, IL 60647; 800/482-1522; 54 minutes of video plus a bonus 30 minutes of audio and still imagery, color and stereo sound; $29.95 plus $4.00 shipping (Ill. res. add 8.75% tax; Canadian orders add $1.00).

This is an unusual and interesting tape in that most such vintage productions are movies with sound dubbed from other (often contemporary fantrip) sources; this is more

SUBSCRIBE TODAY! and enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss a single issue. Join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE: 1-800-474-6995

OR FAX US AT: 1-973-383-4064

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $27.95 ❑ 2 Years $49.95
❑ 3 Years $69.95
CANADA: ❑ 1 Year $35.95
❑ 2 Years $69.95 ❑ 3 Years $93.95
FOREIGN: ❑ 1 Year $37.95
❑ 2 Years $69.95 ❑ 3 Years $99.95
(includes NJ sales tax & Canadian G.S.T.)

Name _____

Street _____

City, State, Zip _____

Ex. Date ___/___

Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA

Card Number _____

Signature _____

Make 1998 the Year to Get ORGANIZED!

Make your *RF* collection easy to find, organized, and safe; ready for instant use. Handsome official deep red binders are stamped in gold & holds 12 issues.

$9.95 + $1.00 postage each.
(2.00 postage ea. outside U.S.A.)

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Advertising Index for May 1998

B

Barnard, Roberts & Co. 7
The Book Depot 46,47
Bytown Railway Society 16

C

Cajon Rail Products 15
D. Carlton 8
Carstens Pub. 50,51,55,57
Catenary Video 14
Central Electric Railfans Association 12
Colorado Railroad Museum 16
Cumbres & Toltec Railroad 22,56

D

The Depot Attic 8
The Depot Attic at Strassburg 22
Direction Video 7

F

Four Ways West 8

G

Galesburg Railroad 16
Golden Rail Video 7
Golden Spike Enterprises 22
Goodheart Video Prod. 11,17
L.V. Grogan 12

H

Herron Rail Services 23
Hi-Iron Railroad Video 20
Hiram Press 6

I

International Timekeepers 54

L

Loucks, Carlton F. 54

M

Mad River & NKP Railroad Museum 58
Mark I Video ..... Cover IV
McMillan Publications 13
Edgar T. Mead 22
Midwest Video Prod. ..... Cover II
Morning Sun Books 6
Museum and Tourist Line Directory 56

N-O-P

National Railway Historical Society 18
Nestle's Railroadiana 12
Old Line Graphics 20
Plets Express 14

R

Railcom 6
The Railfan Press 10
Railroad Avenue Enterprises 48
Railroad Research Publications 54
Railroad Video Productions 21
Railroadiana Auction 23
Rails 'N' Shafts 19
Railway & Locomotive Hist. Society 8
Raritan Bay Hobbies 8
Revelation Video 59
Ben Rohrbeck 6,54
Ron's Books ..... Cover III

S

Schrader Enterprises 22
Signal Computer Consultants 18

T

TLC Publishing 5
Trackside Videos 49
Transit Gloria Mundi 55
Travel Bureau Railtours 48

W

Water Level Industries 54

an authentic vintage stereo soundtrack with movie images added.

Like many railfans of his era, back in the late 1950s Henry Peterson of New Jersey made week-long visits to the N&W around Williamson, Bluefield and Roanoke to capture the last of main line steam. He had begun shooting still photos in 1942 and graduated to 16mm color movies (Kodachrome ASA 10) in 1956. But he also wanted to capture the magical sound of the N&W's famous "hoot whistles" echoing in the mountains, and to that end he bought a 90-pound Crown reel-to-reel audio tape recorder. Since the recorder required a 110-volt a.c. outlet for power, he tended to shoot at locations such as the Blue Ridge depot or Williamson passenger station where electricity was available. And since recorders like that one required an operator to ride "gain" to monitor the sound level, Henry took his mother, Pauline, along as audio engineer. And they made a great team!

The program begins with a conventional 4-8-2 on the Kermit Shifter near Williamson on October 9, 1957, and works eastward with A's at Williamson; Y's and J's at Ada, near Bluefield, and Y6s at Narrows before settling down to a parade of action at the classic Blue Ridge summit depot with Class A 2-6-6-4s as road engines and Y6 2-8-8-2s as head end helpers and pushers as well as Class J 4-8-4s and a streamlined 4-8-2 on passenger trains, including the stainless steel *Tennessean*. The highlight of this segment is a freight with the unique *Jawn Henry* steam turbine as a pusher — including live recorded sound of the turbine.

The scene then jumps to October 1958 at Crewe and moves on to action at Williamson, including a hard-working 0-8-0 and doubleheaded Y6s starting a 192-car coal train. Then it's up to Elkhorn Tunnel with Mallets shrouded in steam, followed by a single clip of fantripper Class J 611 at the same location romping uphill with a 21-car passenger train. Then it's back to Blue Ridge for a final parade of heavy action in late October 1958.

Hank's 16mm films are typical railfan runbys with good camera work including pans of the passing train and caboose shots. The exposures are generally very good, even in the often grubby Blue Ridge weather. The resonant stereo sound adds a dimension of reality to the scenes. In the presentation of the images on the tape, Goodheart usually begins each sequence with a freeze frame and title block describing the date, locomotives and location while the sound builds. When the sound and image hit a "synch point," the digitized movie kicks into action, and the trains stride past the camera with the matched live sound in awesome stereo.

But Hank did not stop making tape recordings when the sun went down and he could no longer shoot his movies. After 50 minutes of film and sound, the program wraps up with a half hour of pure audio with the video images drifting slowly from Hank's still photos — including numerous night shots — to maps and N&W advertising material and catalog data views of the significant N&W locomotives. The audio cuts are interesting and complex, with nearby and distant locomotive sounds, yard scenes and runbys.

This is an interesting and entertaining program that puts the last of N&W heavy steam into realistic context, thanks to the added dimension of live sound. Today even fantrip steam has vanished from Blue Ridge, and most of the classic locations have been overgrown by trees, but Henry Peterson and his mother were there when it counted and captured it for us to experience today. Don't pass up the opportunity — JIM BOYD.

Southern steam in the '80s
Weekend Steam Volume I from Trackside Video, P.O. Box 234, Forest Park, GA 30298; 800/548-8476; 61 minutes, color; $24.95 postpaid.

This tape, the premier edition of *Weekend Steam,* is a potpourri of three main line events that took place some time ago: a charter freight run at the Tennessee Valley

SWITCH LIST

CLASSIFIED ADVERTISING: 64 cents per word, minimum order $7.68. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.52 per word, minimum $18.24.

ANNOUNCEMENTS

HUGE RAILROAD Antique and Collectibles Show and Sale. August 9th, Buena Park Hotel, 7675 Crescent Ave., Buena Park, Southern California. Behind Knott's Berry Farm, 160 tables, 10 A.M. to 4 P.M., $5.00, kids free. Information: 909-681-4647. Don't miss it! 898

JULY 25-26, 1998: The Rocky Mountain Railroad Club is celebrating it's 60th Anniversary of railfan excursions with a two day "Photographer's Freight Train Special" on the Cumbres and Toltec Scenic Railroad. Authentically lettered engines and cars plus spectacular scenery will provide photographers many options for the trip. Multiple photo runbys for both days. For complete details send a SASE to: Rocky Mountain Railroad Club, Trip Committee, PO Box 2391, Denver, CO 80201. 598

BOOKS & PUBLICATIONS

NEW TIMETABLE! Altamont Press has released California Region Timetable 9! This edition features updated merger rosters and symbol charts plus countless other changes. Just $7.50! Other current editions: $17.50 Rocky Mountain (CO/UT/NV) $16.50, Southwest (AZ/NM) $14.50. Maps Roseville $5.00, West Colton $5.00, both $8.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Web Page: http://altamontpress.com. 598

MAGAZINE BACK ISSUES THRU 1960s, all publications. SASE for list. Gwinn, 504 Green Oaks Circle, #2027, Arlington, TX 76006-2063. 798

O&CB STREETCARS OF OMAHA & Council Bluffs by Richard Orr, 348 pages, 387 photos plus maps & drawings. Only book on this subject. Limited printing. $67.00 via UPS, (check or MO only). Kieser's Book Store, 312 S. 15th Omaha NE, 68102-2207. 598

FINALLY, A NEWSLETTER that is *your* newsletter. *You* ask the questions; *you* express *your* ideas and thoughts; *you* express *your* opinion about others ideas, thoughts and comments, *you* set the agenda; *you* tell others about *your* experiences as a railroader or railfan (yes, old "war stories" are welcome). Written and edited by a 30-year railroad veteran (who has a few of his own stories). $34.95/12 issues. RailfanFare, 3257 Bentley Rd., Custer, WI 54423. 798

BUSINESS OPPORTUNITIES

BUSINESS OPPORTUNITY: We offer a quick course in starting or improving your railfan mail-order business. We can shelter you from costly errors. Send SASE for details to: SLE, 20105 McShepherd Rd., Georgetown, TX 78626. 798

FOR SALE

CABOOSE southern markings, original condition, with rail ties. Also switches, targets, conductors uniform, lanterns, etc. Send $3.00 shipping and handling for price list and pictures. BoogerHallow RR, PO Box 1101, Buford, GA 30518. 770-945-1015. 698

FOR SALE - LOW PRICES: books, timetables, Erie Jersey City large illuminated Ticket Office sign. SASE to: Stephenus, 151 Fayette, Wayne, NJ 07470. 598

FOR SALE: Original cover illustration for Railfan Magazine, November, 1980 issue. Painting by Richard Karstens, features "The Gator Line", photos available. $975.00, Stu Perlmutter, 618 Cumberland St., Lebanon, PA 17042. Includes original issue. 717-272-8481. 898

LODGINGS

THE STATION INN, 827 Front St., Cresson, PA 16630. A trackside B&B near Horseshoe Curve. Unique accomodations for rail enthusiasts. SASE for flyer. 898

MISCELLANEOUSm

SUPPORT AN EXPANDED AMTRAK bumper decal. Four color, free with LSASE, dollar each additional. Jim Norton, 153 Rebecca Pines, Madison, AL 35758. 798

RAILROAD CALENDARS

RAILROAD MUSEUM OF LONG ISLAND 1997 Calendar - Our fourth annual calendar includes 14 historical images of Long Island railroading history in classic black and white, including important dates in LIRR history and updates on the museum's progress. $6.50 plus $1.95 s/h. Railroad Museum of Long Island, PO Box 726, Dept. B, Greenport, NY 11944. Attn: Calendar Sales. 598

RAILROAD EXCURSIONS

MAY 2ND 1998 - Open House & Railfan Day, Mount Rainier Scenic RR, 10 A.M. to 5 P.M., featuring 5 steam locomotives, Alco diesels, train rides, run-bys, meets, freight trains, exhibits, and shop tour. Pre-paid advanced reservations are required. Coach $80.00, Deluxe Coach $90.00, add $10.00 for box lunch per ticket and First Class $125.00 lunch included. Check, Money Order, Visa and Mastercard accepted. MRSRR, PO Box 921, Elbe, WA 98330-0921. 360-569-2588, fac 360-569-2438. 598

RAILROADIANA

TIMETABLES, employee & public. Also, brochures, annual passes, Official Guides and other railroad paper. Catalogs issued every other month. Drop us a line and we'll add you to our mailing list. We also buy collections. Roundhouse Hobbies-RF, PO Box 4001, Stockton, CA 95204. 598

RAILROAD LIQUIDATION: Train orders: M&P, B&O, W&M slides. Large assortment of train and trolley negatives and pictures. 300,000 plus, dating back from the early 1900's up to 1970's. Collection of paper including accident reports, forms, magazines etc. All inquiries, write to: Dennis Rouse, 1166 Linden Ave., Baltimore, MD 21227, or call Denny 410-247-0396 or dot at 410-788-2970. 698

Rai[illegible] Museum with Southern Mikado 450[illegible] green, a public trip with Kentucky Railroad Museum's L&N Pacific 152 and Norfolk Southern's last Atlanta to Toccoa, Georgia round-trips with N&W 4-8-4 611. Each was photographed primarily in a railfan "runby" style, but the use of engine mounted "Loco Cams" on the 152 and 611 segments helps vary the screen imagery.

In February, 1996, a clear, cold day in Chattanooga produced spectacular, smoky shots of a nine-car vintage freight train behind the 4501 (love that tank car!). Every runby seems to be covered here, with the duplicates at the most memorable locations shot from different angles. On-train views from the caboose and a couple of pans help vary the coverage. A half-hour of good stack talk and tall, salt-and-pepper plumes are worth the price of admission. Next, we chase and ride what appears to be a mid-1980s, four car L&N 152 trip to New Haven, Kentucky. The purists will take issue with the CF7 behind the steamer and the high summer light which, when combined with earlier video technology, makes for some inky images. In-cab, cab roof, pilot beam and side rod camera positions add some variety. Lastly, the final Atlanta-Toccoa trips of 611 in November 1993 are showcased in low Dixie light. The results of several trips with the 22 car, all-Tuscan consist are combined into one for this program. The Wells viaduct shot on the return is but one of several nice sequences.

Technically, this tape is not always up to the modern standards of sharpness and color fidelity, but then nothing in the mid-1980s was. The shooting technique is fairly standard, sometimes executed and edited better than others. I liked the 4501 coverage the best — this was definitely an event that many of us would have liked to participate in. On the whole, this is an acceptable survey tape of three Dixie operations possibly never to reoccur — TOM KELCEC.

NEXT MONTH RAILFAN & RAILROAD

• **CURTIS HILL: Located in north-central Oklahoma, Curtis Hill, on the former Santa Fe, remains a major main line for BNSF. Terry LaFrance takes us on a tour of the Hill and details BNSF's current operations. The Hill is a rainbow of color as Santa Fe warbonnets and bluebonnets share the line with locomotives in BNSF's latest paint schemes.**

JUNE 1998 ISSUE ON SALE MAY 1

RAILROAD STOCKS AND BONDS. Real issues with beautiful train vignettes. $1.00 catalog. Eric Drum, PO Box 266R, Perrysburg, OH 43552-0266. (www.oldstocks.com) 1098

DINING CAR CHINA, glasses, silver, cloth, annuals, books, magazines, menus, passes, playing cards. Tickets, timetables, rules, certificates, guides, etc. 55 cents in stamps on #10. SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 799

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 8TF

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $12.00. Sets include Amtrak Heritage, ATSF, BN, CRIP, DRGW, Frisco, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 Robin, Bartlesville, OK 74006-2120. 898

READY TO FRAME! Two narrow gauge color print composites, early fifties to present, $15.00. Nelson Coryell, 201 Manzano N.E., #4 (A), Albuquerque, NM 87108. 798

QUALITY BLACK AND WHITE PHOTOS. 1940s to 1970s, steam to diesel. PRR, RDG, ATSF, CNJ, B&O, EBT, T&P, RI, MKT, and many more! Also vintage footage to modern day railroading videos - all our own productions! Send $3.00 for catalog to: Ed Birch Photos, 1313 West Britton Rd., Oklahoma City, OK 73114. 1198

RAILROAD POSTCARDS

RAILROAD PICTURE POSTCARDS. CSX, NS, UP, Railroads of New England, 1940's street cars, a 1935 Highway Patrol Car, 2 unique rescue vehicles and more. 72 new postcards. $16.00. Mary Jayne's, 1905 Dressler Drive, Covington, VA 24426. 698

RAILROAD SOUNDS

QUALITY STEAM and diesel sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, Box 2435, Cupertino, CA 95015-2435. 499

STEAM LOCOMOTIVE - musical metal sculpture in copper-tone. Plays *Chattanooga Choo-Choo*. Over 12 inches long and 8 inches high. Yours for only $25.00, including shipping and handling. L. Tobias, 123 Hill Rd., Douglassville, PA 19518. 798

RAILROAD TOURS

MEXICO'S COPPER CANYON spectacular 8-day rail trips. S & S Tours/800-499-5685; ss@ss-tours.com http://www.ss-tours.com 1298

SUMMER 1998: Bus/rail tour of Western Canada's 3 mainline Railways through the Rockies, plus historic rail sites/museums. Ride 10 plus live steam railways, 3 plus vintage street cars, view; 20 plus static steam engines, restored passenger freight cars. Economy 1 week tours from $500 meals accomodation included. 1-2 week tours 1st class options and hotels available. For full details and connections to Canada's train Web sites, visit http:www3.bc.sympatico.ca/GMTCHALL or send SASE to: Gord's Railtours, #205-14727-108 Ave. Surrey, B.C. Canada, V3R 1V9. 698

RAILROAD VIDEOS

614-AUTUMN SPECTACULAR Two hour VHS. Highest quality Trackside Video and soundtrack. Seven ex-ERIE mainline. Turntable, high speeds, meets, runbys, starts. Introductory price ONLY $16.14. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 598

CP5 CONRAIL RIVER LINE Two hour digitally-mastered VHS video. Parallel running Conrail and NYSW double-stack trains. CSX, NS, CP, UP, CNW, SP, LMS and Santa-Fe power. Switching, North Bergen yard. Strates Shows carnival. RB&B&B circus and Conrail OCS trains. Additionally #614 June 1997, NJT, MN, BR&W and LV diesels. Enjoyable! $14.95. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 698

FREE LIST of over 60 2-hour videos. $15.00 each 3/$40.00. Keith Lehman & Associates, 1033 East Greenville Pike, Winchester, IN 47394-9405. 798

ORE TO COPPER from the classic historic film of eastern Nevada's Kennecott mining industry in early 1930's. Narrated version, 30 min. $14.95. *GHOST TRAIN*, Nevada Northern Railway's original tourist train. Skyfire, 73 min. $29.95. Add $2.00 shipping, include sales tax on Nevada orders. MC/VISA, check. The Rail Place, Box 150605, East Ely, NV 89315, 702-289-8718. 798

TWO ENJOYABLE HOURS - ONE UNFORGETTABLE VIDEO! *614 1997 TRIPS*: Erie mainline, Croxton...Port Jervis. *MIXED CONSIST*: Milwaukee Road #261, Poconos; Steamtown doubleheaders; Lehigh Valley, Reading, Erie, Metro-North, NYSW, NJT, *E&F*, units; *CRBallast Express;* CR-OCS; Strates Shows carnival TOFC train; freights worth watching; N&W 475; Amtrak. Digitally mastered two hours VHS, only $16.14, priority. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 798

RAILROAD VIDEO RENTALS. Practical, inexpensive, ten years in business. Send $1.00 for information and 1400-title list. Clear Signal Video, PO Box 418-C, Sharpsburg, MD 21782. 898

WANTED: REA, Trailways, Greyhound bus collectables. Brad Johnson, 4825 Creekview, Rockford, IL 61108. 598

WANTED

WANTED: Sierra West, Scotia Supply. Richard Morgan, 808 W. Prairie, Marion, IL 62959. 618-997-4317, Fax 618-997-6992. 698

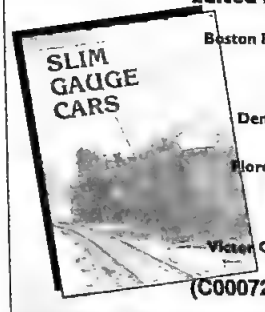
WANTED: China saucer or cup and saucer, D&H railroad Adirondack pattern, mint condition only. John F. Sherman, 11016 Ardwick Drive, Rockville, MD 20852. 598

WANTED: PHOTOS, brochures, Timetables & information about ATSF train 123/124, the El Tovar during 1940, 1941, 1946. Wenzinger, 3372 N Estates St., Flagstaff, AZ 86001. 598

WANTED: Old O-Gauge to standard gauge trains, trolley cars, old toys, USA and foreign. All makes made before 1950. Run to your attic or basement or warehouse and get them now. Buy, sell, or trade. Philip Larson, 2830 Wenonah, Berwyn, IL 60402. 598

SLIM GAUGE CARS

Edited by Hal Carstens



Bellevue & Cascade
Boston Revere Beach & Lynn
Cairo & Kanawha
Carson & Colorado
Central Pacific
Cumbres & Toltec
Denver & Intermountain
Durango & Silverton
East Broad Top
Florence & Cripple Creek
Rio Grande Southern
Oregonian
Sandy River
Southern Pacific
Virginia & Gold Mining Company
White Pass & Yukon

(C00072).....19.95 + S&H

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H in US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

TO ORDER CALL 1-800-474-6995

Carstens

PUBLICATIONS, INC.

P.O. Box 700, Newton, N.J. 07860

TRACTION BOOK MAIL AUCTION
Altoona & Logan Valley (1969 Ed), York Railways (1970 Ed), Pittsburg's Car Barns 1900-1909 (1971 Ed), and others.
Deadline May 31, 1998 - SSAE for information
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021
E-mail: rohrbeck@juno.com

AUTHENTIC RAILROAD GRADE POCKET WATCHES
HIGH GRADE * FULLY RESTORED
VINTAGE * WARRANTEED
For a Professional 2-Hr Video of Our Watches, send $10 (fully refunded with 1st order) to:
INTERNATIONAL TIMEKEEPERS
780 N Western Ave*Nogales AZ 85621*520-287-6578
FREE Brochures also available on request

Interested in Railroad History? These Books are for You!
"Upstate Odyssey, The Lehigh Valley Railroad in Western New York" by M. H. Dann
A new 144 page soft cover book which focuses on the Lehigh from Geneva to Buffalo and Niagara Falls including branches, but also includes early history of the Lehigh and the people who built it. $29.95 plus $2.00 shipping.
"Boston's Depots & Terminals" by Richard C. Barrett
A 240 page, hard cover book with almost 300 illustrations covering 160 years. $54.95 plus $3.00 shipping.
"Baltimore & Ohio Railroad, Stations and Towers Along the Niagara Division" by W. Fries
A 95 page soft cover book $20.00 plus $2.00 shipping.
New York residents must include applicable sales tax w/order
For credit card orders only, call 1 (800)205-8254
For comments, questions, information, etc., call 1 (716)227-6903
Send a SASE for our catalog of books for RR collectors and historians.
RRP Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, New York 14626-3495

Carl Loucks
...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473
PUBLIC TIMETABLE SPECIAL: The history of your favorite road told in timetables. Three system timetables, one from the 1940s, one from the 1950s, and one from the 1960s. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MKT, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.
Each set, three timetables $25
Any five sets of three TT's each, 15 Timetables $100
EMPLOYEE TIMETABLES:
ATSF - System 1992 ..... $20
BNSF - Colorado Div. 1996 ..... $20
BNSF - No. California 1996 ..... $20
CR - Philadelphia 1996 ..... $15
CSX - Appalachia 1996 ..... $20
D&RGW - System 1977 ..... $25
Maine Central - System 1963 ..... $25
Montana Rail Link System 1996 ..... $20
Milwaukee System 1982 ..... $25
NS - Kentucky 1996 ..... $15
NS - Piedmont 1996 ..... $15
SOO - System 1987 ..... $20
PC - Eastern 1971 ..... $15
P&LE - System 1980 ..... $20
UP - System 1987 ..... $20
Any Five Above, just $60
VISA/MC/AX
NEW CATALOGUE ISSUED MONTHLY.
SENT WITH EACH ORDER OR SASE.

TRANSIT CURRENTS

Rebuilt Riverfront Line

THE INVOCATION WAS GIVEN by the Reverend Johnny Avie, pastor of the Lawn Street Baptist Church and a Regional Transportation Authority streetcar operator. What was the occasion? It was the re-opening of the Riverfront streetcar line in New Orleans. The line has been re-gauged so that it is the same as the venerable St. Charles line. A connecting track has been built between the two lines so the cars on Riverfront, the so-called "Ladies in Red," could move on their own power to the Carrollton Carhouse. The new Ladies are replicas of the 1923-vintage Perley A. Thomas 900-series cars on the St. Charles line. The cars were built from the ground up, with one exception, by the artisans and craftsmen at the Carrollton shops. The cars are ADA compatible with an extra added double-door and lift on each side. The center aisle in the new cars is a little bit wider so that wheelchairs can move through the cars.

The five new Perley A. Thomas streetcar replicas have been fitted with CKD IGBT solid state controls and modern PCC car trucks. CKD is located in the Czech Republic and built the famous CKD Tatra cars for many years. Indeed, using PCC car technology, CKD Tatra built more PCCs than any other carbuilder.

The contract with CKD was signed in February 1997 and the new cars were supposed to roll on December 13th. Design and engineering work was carried out in the U.S. and Europe; most of the equipment for the running gear was manufactured in Europe and 200,000 pounds of the stuff was moved to the United States. Five CKD engineers lived in New Orleans and were involved on-site for the assembly of the motors and trucks. The five vehicles were then totally assembled and tested and operating manuals were prepared in English. New Orleans RTA operators and maintenance personnel then were trained to handle the new equipment.

CKD, working through Electric Transport of America, Inc., (32 Caveswood Lane, Owings Mills, MD 21117; 410/363-8535), hopes to break into the American transit community with an affordable piece of rolling stock. In summer 1998 CKD will have one of its streetcars in service on the New Orleans Riverfront line. The vehicle to be demonstrated is the double-ended streetcar T6C5. San Francisco Municipal Railway has also expressed interest in taking a look at the T6C5. It is expected that the T6C5 will be in New Orleans for at least six months. CKD also plans to introduce a version of its Tatra T3 car, which has been built for many years; the surprising part is it plans to offer it for under $500,000 a unit. Many, many thanks to James Guilbeau for the fascinating information.

MUNI's New E-Embarcadero Line

January 12, 1998, was a banner day by the Bay. The San Francisco Municipal Railway, with Mayor Willie L. Brown, Jr., officiating at the ceremonies, opened its new E-Embarcadero Metro line. The E line will start its life as a shuttle running between the underground Embarcadero station and through the new tunnel to the portal at Folsom Street, and then making a connection with the Caltrain commuter rail depot at Fourth and King Streets. This should be a great blessing for Caltrain riders coming up from the south part of the San Francisco peninsula and the San Jose area. By making an easy transfer to the shuttle they will be moved quickly to Market Street, the MUNI Metro and BART subways and the heart of the financial district.

A feature of the E line is the proof-of-payment system. Passengers need a pass or a transfer or they must purchase a ticket from a fare machine at the entrance to a station instead of paying at the farebox in the light rail cars. Not having to pass by the farebox means that all doors open on the trains in order to speed up boarding. If passengers have no proof of payment, they will be subject to a citation given by a roving band of San Francisco police officers who will carry out random inspections. The fine is $126. Better have that pass, ticket or transfer.

The E line will not remain a shuttle for very long. Eventually there will be through service from one or more of the J, K, L, M or N lines of the MUNI Metro light rail system. In time the E line will be extended along the Embarcadero to Fisherman's Wharf. Thanks to Carl Ed for the news.

New York: fare card fallout

Use of the Metro-Card stored-value transit fare instrument is beginning to make substantial changes in New York travel. The familiar subway token is still accepted in the turnstiles and has also been used as a form of currency. At various places subway tokens could be used to buy a cup of coffee and a bagel or newspapers. That is changing as the tokens are phased out.

Perhaps an even more interesting change is the significant increase in bus use. New York City bus ridership fell steadily for years because increased traffic congestion slowed the bus trip and because transferring from a bus to a subway — or vice versa — required two separate $1.50 fares. Low-priced and usually illegal jitney bus/vans enjoyed substantial patronage in getting people to the subway.

Since the July 4, 1997, inauguration of the free transfer when using the Metro-Card, bus ridership has jumped. It went up

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Opens in New Orleans

17% in July 1997 in comparison with July 1996. The MTA New York City Transit is busy adding some refurbished and new buses to its fleet of 3500 vehicles. The subway system has also been a beneficiary, but it is as yet too early to determine if the increased ridership is due solely to the new transit pass or if there is another reason. The Metro-Card is a good deal. The free transfer between bus and rail offers a saving of $1.50 every time a transfer is made. This could mean saving as much as $750.00 a year by commuters from Staten Island and Queens. By the way, the ride on the Staten Island Ferry is now free. There are 42 million tokens now in circulation and by raising their price from $1.25 to $1.50 in 1995, income rose sufficiently to pay for the installation of the Metro-Card scanners at all 468 subway stations and on all the buses. Many thanks to Charles H. Bogart for the news.

Memphis trolley expansion

October 1, 1997, saw a significant expansion of the Main Street trolley in Memphis, Tennessee. The 2.5-mile riverfront loop extension is expected to double ridership. The original Main Street trolley opened on April 29, 1993, at a cost of $3.3 million and included the renovation of the Main Street Mall. The Memphis Area Transit Authority reports that the Main Street trolley has moved 2.5 million customers, or about 47,200 riders a month.

The new line will be served by seven double-truck cars purchased from Melbourne, Australia. The new cars will run south along the riverfront extension every ten minutes. The riverfront service cars will then run north along Main Street. The smaller four-wheel trolleys will continue to run north and south on Main Street. The increasing numbers of tourists in the Memphis area should enjoy the new trolley service, which will help link many notable sites in Memphis, including the Beale Street historic district, Peabody Hotel, the National Civil Rights Museum, the convention center and the Pyramid. Many thanks to Alton B. Lanier for the information.

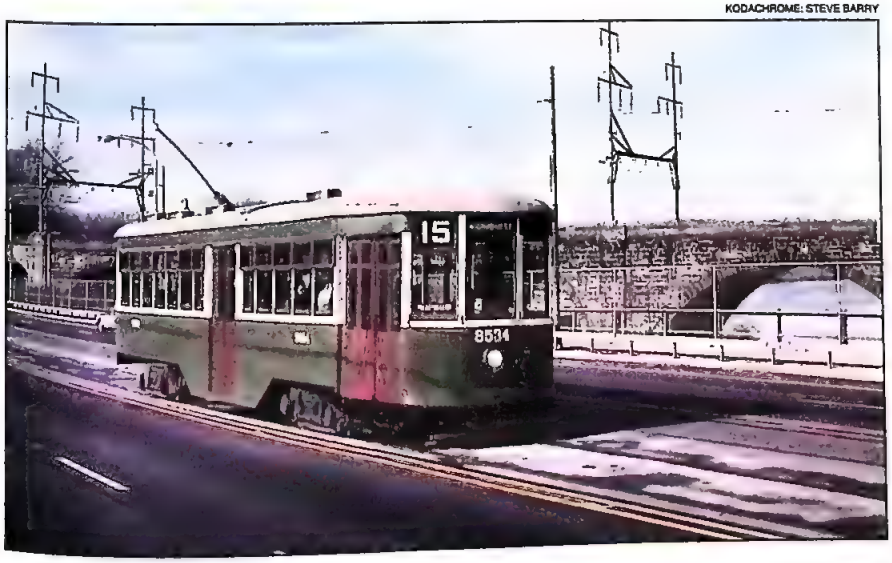
Philadelphia: Route 15 redux?

Some years ago, the Southeastern Pennsylvania Transportation Authority deactivated several streetcar lines. Routes 15, 23 and 56 were replaced by buses, but the track and wire were left in place. For a number of years supporters of transit in the Quaker City have urged restarting these lines. On September 11, 1997, the SEPTA board won approval for reactivation of Route 15.

Route 15 was a long east-west line that operated mostly along Girard Avenue. The SEPTA board voted to reactivate and upgrade the line to modern light rail standards. It will be known as the Girard Avenue light rail, and installation and upgrading will cost approximately $94 million. This includes $45 million for new low-floor articulated cars that will be used on the very busy West Philadelphia subway-surface trolley lines. A number of the 1981-vintage Kawasaki cars for Girard Avenue service will be freed up.

In the Girard Avenue project, extensive separation of the trolley tracks from the roadway will occur. The separate-lane running does not mean grade separation, but merely an obvious separation. It is believed that the infrastructure remaining of Routes 15, 23 and 56 have great potential as a cost effective means of getting the city aimed

KODACHROME: STEVE BARRY



PETER WITT CAR 8534, owned by Buckingham Valley Trolley Association and leased by SEPTA for excursion service in Philadelphia, was used on the Wilmington Chapter NRHS annual *Super Saturday* excursion service in Philadelphia, was used on the Wilmington Chapter NRHS annual *Super Saturday Streetcar Special* on January 24, 1998. The trip covered portions of SEPTA's Route 15, which is currently operated by buses. A photo stop was held on the Schuylkill River bridge next to Amtrak's Northeast Corridor.

TRANSIT GLORIA MUNDI

Captures the Spirit of the Trolley.

We know what it takes to make exciting videos--skill, experience, and enthusiasm for the trolley car's rich heritage.
Thousands of railfans agree...nobody captures the Spirit of the Trolley better than **Transit Gloria Mundi.** Call today for our **free** catalog featuring many exciting traction titles.

Let Transit Gloria Mundi take you back!

TRANSIT GLORIA MUNDI
36 East 27th Street, Dept.B-54
Baltimore, MD 21218
(800) 428-7003

CONNECTICUT COMPANY'S STREETCARS

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport. Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the renowned system.

Deluxe Hardbound (C00083) $26.95 + S&H
Paper Bound (C00082) $21.95 + S&H

TO ORDER CALL TOLL FREE
1-800-474-6995
or FAX us at 1-973-383-4064

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H US $2. per book. Outside US $3. per book plus 20% for insured shipping. NJ residents add sales tax. Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

RAILROAD MUSEUMS, TOURIST LINES, and DINNER TRAINS

Great Railfan Hot-Spot!
75 yards from BN/SF mainline...
Soo Line right across the river!
12 rooms (4 new suites).
RIVERVIEW MOTEL
PO Box 246, 11321 Main Street,
Trempealeau, WI 54661
For Info. & Reservations (608)534-7784

Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support these great museums and attractions.

MONTANA'S PREMIER DINNER TRAIN
IN THE HEART OF BIG SKY COUNTRY
3½ hour ride & dinner; Saturdays June-Sept; $69/person
Information 406-538-5436
Res. 538-2527

BOONE & SCENIC VALLEY RAILROAD CATCH THE TRAIN!
Diesel weekends at 1:30 pm, Steam trains at 11, 1:30 & 4pm Sat. & Sun. Historic equipment, Free Museum. 14 mile trip. Memorial Day weekend-Oct. 31. New "Wolf Train" 1st Class, 22 miles at 12:15 Sat. & Sun. Boone, Iowa • 1-800-626-0319

GOURMET DINING EXCURSIONS YEAR-ROUND
BRUNCH
LUNCH
DINNER
707-253-2111
Napa Valley Wine Train
1275 McKinstry Street, Napa, CA 94558

You're the Engineer!
One day class in our Chinese steam locomotive. No experience needed. Hands on instruction from our crews. You will operate over 14 miles of track. Limited!
1-800-626-0319.
Iowa RR Historical Society
Boone, Iowa 50036

ILLINOIS RAILWAY MUSEUM
HOME OF THE NEBRASKA ZEPHYR
Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.
Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540
http://www.irm.org/
http://www.mcs.net/~devanno/irm.html
Illinois* Don't Miss It!SM
ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

ATTENTION RAILFANS!
GOLDEN SPIKE NATIONAL HISTORIC SITE IS LOOKING FOR VOLUNTEERS!!
LEARN THE SKILLS OF 19th CENTURY STEAM RAILROADING.
WE ARE LOOKING TO FILL POSITIONS FOR THE FOLLOWING STEAM LOCOMOTIVE FIREMAN, HOSTLERS, ENGINE HOUSE AND SHOP PERSONNEL. No experience is necessary; Golden Spike Railroad Personnel will train; just bring your passion and love for steam railroading! Work on the famous wood fired American type "4-4-0" steam locomotive the *"JUPITER"* and the Union Pacific's Coal fired "119" Full R.V. hookup available.
Contact Ranger John Moeykens or Engineer Eric Dowty at
GOLDEN SPIKE N.H.S. • (435) 471-2209
or write P.O. Box 897 Brigham City, UT 84302

RIDE THE "GALLOPING GOOSE"

on the
CUMBRES & TOLTEC SCENIC RAILROAD
Rio Grande Southern Galloping Goose #5 will visit C&TS for a series of special excursions in early June 1998.
Details: C&TS RR 1-800-428-5428

back toward a light rail concept.

Many thanks to the Philadelphia Trolley Coalition Newsletter (616 Carpenter St., Philadelphia, PA 19147, 215/222-7143).

BART workers strike

Employees of the Bay Area Rapid Transit District went on strike on Sunday, September 7, 1997. By so doing they stopped the operation of the rapid transit system and helped create a monumental traffic jam in the San Francisco Bay area.

On a normal day, BART carries about 275,000 riders. All of them had to find another way to get around. The ferries were jammed, and hastily created carpools found themselves in near gridlock; some people took vacation days, or telecommuted. Finding a place to park, particularly in San Francisco, was difficult because of the vast increase in the number of cars. The strike was finally settled on September 13. The settlement will give each of BART's 2,600 employees a lump-sum payment of $3,000 for the first year. For the next three years there will be a 4% wage increase annually. Thanks to John Allen Lee for the news.

Flashes

Ed Von Nordeck sends word that the Union Pacific's problems have affected the Riverside commuter line of **METROLINK**, the Southern California regional rail authority. In leasing the tracks, Metrolink has a contractual agreement with the UP that permits a fixed number of Metrolink trains to be operated at certain times of the day. Because of the merger of UP and Southern Pacific, many more freight trains are now being operated on this line than earlier. Recently Metrolink trains have experienced serious delays.

Mitchell Green notes that the Miami/West Palm Beach **TRI-RAIL** commuter train's total operating budget for 1997-'98 is $19,245,000. Train revenue will cover 25.7% of this cost and the Florida Department of Transportation will contribute 24.6%. Because Tri-Rail's commuter service is a congestion relief project, the Federal Highway Administration participates to the tune of 20.75% and the Federal Transit Administration contributes 4.4%. Palm Beach, Dade and Broward counties each contribute 8.2%.

Plans are in the works for commuter rail service in **OHIO** linking Cleveland, Akron and Canton. Several routes are being considered. An eastern option would run through Canton and Mogodore and then through North Canton to Canton. A west side route would run from Canton through North Canton to Akron, Cuyahoga Falls and Brecksville into Cleveland. A central route would run from downtown Akron through Cuyahoga Falls to Hudson to Cleveland. How long it will take to get a decision is not known. Thanks to Mark Schwinn for the news.

Schaumburg, Illinois, Mayor Al Larsen has tossed an idea into the hopper. The notion is to extend the **CTA's BLUE LINE** rapid transit system beyond O'Hare into Schaumburg. It would help suburban dwellers reach city jobs and city dwellers reach suburban jobs. Chicago's Mayor Richard M. Daley has given cautious approval, but he and aides are concerned about how to finance this proposed mid-city transit link between O'Hare and Midway airports. Thanks to Mark Schwinn for the news.

RAILFAN & RAILROAD BACK ISSUES

Described below are some of the featured articles in each issue. Supplies are low on many issues and cannot be replaced, so please order now!

Summer 1975
The Vermont Railway
South Africa's 19D's
Here comes ConRail
Alco's Black Marias

Winter 1975
Pro and ConRail
Tracking the Apollos
Orbisonia Obsession
On the road with 4449

Summer 1976
B&M's Hillsboro Branch
The Jansen Turn
Spirit of Old 76
Picturesque Penn Central

Fall 1976
ConRail's trolley
Great Steam Exhibition
Retracking the Apollos
ConRail & the Shorlines

Winter 1976
Benwood's EM-1's
A Boxcar weekend
Ross Rowland and No.1
The Milpitas F's

Spring 1977
Greenville & Northern
Tehachapi weekend
Empress of Agincourt
Soo South of Schiller

August 1977
Oregon's last loggers
C&NW's Alco country
Two Hours at Hunter
Lehigh Valley doodlebugs

October 1977
Prince Edward Island
The Asheville Trains
Baldwin's Baldwins
Freedom Train Photo Contest

December 1977
Index to Vol.1
The Camas Prairie
4449: Homeward Bound
Story of the FL9's

April 1978
Texas Transportation Co.
Strangers in South Station
Union Pacific Into Chicago
Kenova and coal

May 1978
Chicago's new look
Roundhouse foreman
Extra 454 South
The Gila Bend Mixed

November 1978
Narrow Gauge country
Sand Patch
Bone Valley creatures
Chessie encounters

January 1979
Tracking the South Shore
Houston's Belt
Sperry's Golden Anniv

May 1979
Central Vermont Steam
Katy's Oklahoma F's
WP's Third Subdivision
Five Alcos and a Mack

September 1980
Ashley Interlude
CP Rail Vermont
The Berk goes to work
The 800's:The Gary Job

March 1981
Surprises at Steamtown
Centennials
614 Steams for safety
Show Day

November 1981
St. Charles Line
From Silvis to Bangor
Steel City commuting
Bradshaw buys Silverton

May 1982
The Pullmans on the hill
BN into Goodland
Cadillac & Lake City
Last days of the Rock

July 1982
Cuba: Steam & more
Tidewater 251s
Blue Dragon of
Golden Valley

September 1982
Bristol & North Western
SF enters space age
NASA's resident railroader
Montreal's Big Centurys

November 1982
NRHS Colorado Rails '82
Welcome Dakota Rail
2716's Appalachian Odyssey
McCloud River Steam

January 1983
Wabash Valley
The 3985
Amtrak vs Bray Boulder
MoPac's Navy Pt.2

July 1983
Kuralt Exploring America
TP&W President McMillan
Boston's F-units
The Tip-Up

September 1983
The Zephyr goes Amtrak
Eagle Mountain's last day
The Tip-Up, Part 2
Exploring America, Part 3

November 1983
NRHS Convention
Richmond's triple crossing
Portage la Prairie: 1959
Wm.F.Allen and Standard Time

March 1984
Changes on Mt. Washington
GG1 retirement party
The Tuscola & Saginaw Bay

September 1985
The Paris Switcher
Pennsy pulled a fast one
Friends of a museum in need
Where the SD40-2s
don't roam

November 1985
The saga of Santa Fe Skyway
It's the Maryland Midland
The Challenger on Sherman Hill

January 1986
War Production Board &
Diesels
NRHS Banquet Address
The SP Lakeview Branch
The Battle of the Atlantic

March 1986
EMD invades England
The Resurrection of 2102
Vandenberg's Blue Alco
The New Genesee & Wyoming

May 1986
Mallets in the woods
I never planned to be a railfan
Four cowls over Tehachapi

July 1986
Photo Line
The Rutland Train
SF to the Bay
CN's covered wagons

November 1986
Carolina Mixed
Exploring Fraser Canyon
River boats
Blue Mountain & Reading
Hartford & Slocomb

January 1987
The GP30 Story
Quaboag and the Quasar
The Amador Central
Illinois Central on my mind

March 1987
The Alliance Line
Snowtime Safari
Golden Spike Photo Contest
A gathering of "PVs"

October 1987
The colorful Joint Line
"Biloxi Blues"
Update on the Apache
Pinsly comes to Florida

November 1987
The NRHS Convention
Gasoline Alley
Baldwins on the Trona

December 1987
BN's Northwest "Funnel"
The Mississippian tradition
IRM 1987 Railfan Weekend
The well prepared traveler

January 1988
The North Western in Iowa
Greyhounds of the
Overland Trail
A touch of Gray
North Shore Line

February 1988
Copper trains in
cactus Country
The Legacy of A.E. Brown
Photo train through Arkansas
Freight on the "El"

March 1988
One day on Cajon
The Atlantic & St. Andrews Bay
The Foster Yeomen "59"
Sacramento's Corridor

April 1988
Soo Lines' grain Country
Hey! Buddy
Pinslys' Pioneer Valley
SP's U25Bs

May 1988
Tumbler to Tidewater
Railfanning the BCR Electrics
Red River Valley & Western

July 1988
Milepost 465
Amtraks' Keystone service
"San Diegan" Special
Something old,Something new

August 1988
The Last F3, BAR42
The Railroads of Roaring Camp
Cabin Fever
Restored Santa Fe F-Units

September 1988
The Paris Local
UP's Hog Train Royal Hudson
The Pittsburg & Shawmut
Switchers on the Shawmut

October 1988
The Bigbee Line
Utah Ry: The Era of the '45s
Kodaks' new T-Max 3200 Film

November 1988
Garden State in '88
Rocky Clubs 50th
NRHS Night Life
Magma on Monday

December 1988
1522: Mountain Railroading
1522 on the road
Streamliners of Dixie
Mountain Pass Marias

February 1989
Winter steam at Cookshire, VT.
The New York & Lake Erie
Success in South Dakota
Ridin on the Cotton Belt

March 1989
Alberta Bound
Strangers in La Grange
Collins Curve
Return to White Pass

April 1989
Eastbound
Jim Marons' Campaign Trail
Inco Limiteds' Electric Empire
4449 Adopt-A-Branch Special

June 1989
The Seminole Gulf Railway
CP's Maine Line
Railfanning the Seminole Gulf
Its a "Krok"

July 1989
Remembering the Katy
CP's Maine Line Pt.3
TTX Annual Report
Katy Color

August 1989
LA Union Passenger Terminal
Celebrating LA. in May
Remembering Katy motive
power

September 1989
Brills in the Hills
The Richmond
Fredericksburg & Potomac
Steam returns to Maine

November 1989
NRHS Convention
Spencer for History
Elect-Motive's FT 50 years

December 1989
The Florida West Coast
Railroad men
The diesel that named Hoosac
The return of FT103

March 1990
The Aroostock Valley RR
Montana Rail Link Story
Recreating 1955 with 1744

April 1990
The mystery of Jukes Tree
Montana Rail Link Story Pt.2
Steam in name only

May 1990
The Durango Roundhouse fire
Central Western Railway
Hudson Highlands
The "Star" of the lantern busi-
ness

June 1990
Chicago & Illinois Midland
The "Canyon"
In memory of "BK"
New CSX paint scheme

July 1990
The C&IM, Pt.II
Cumbres & Toltec Scenic
Photo Line Special
When slides come back

August 1990
Riding to Winterail
Cotton Belt's KC Connection
TVRM: 3 miles of history
Railfanning around Pittsburgh

September 1990
Steam spirit of St. Louis
Wreck to save lives
Two in the Canyon
Multiple train photography

October 1990
Black tire affair
Front Royal connection
Milwaukee Road West
Meet Mason Cooper
& Ed Lynch

November 1990
Steam Era continues
Tennessee Transformation
30 years of UP steam
Tale of a Century 420

December 1990
Cinchfield country Christmas
Huntdale at Night
Crestline, Ohio
Railfanning: China style

January 1991
Yakima "Steamfest '90"
The SDP40F Story
Weekend in the Twilight Zone
Red F-units & Yellow SDs

February 1991
"Photographers Weekend"
CN's Atherley Swing Bridge
Wasaga Junction
SDP40F, Pt.II

March 1991
ConRail's State Line Tunnel
Steam through Patagonia
Crowsnest, Cranbrook & Coal
Velvia & Exposures revisited

April 1991
Philadelphia's PCCs
Indiana & Ohio GP30
Sacramento: 10 Years
Crowsnest, Pt.2

May 1991
Beaumont Hill
Last run of the Electroliner
Return of the Electroliner
Incoming Spuds

June 1991
Riding the Super Fleet
The Thermal Belt
The "other" 2-6-6-4s
Shooting Super Fleet in B&W

July 1991
Firing the Hoosier Hudsons
The Schuylkill Shifter
Plaster City's Alcos
Hi 8 Video Introduction
Shifter

August 1991
Celebrating Sacramento
Aboard the UP doubleheader
Maine's Quintessential
Short Line
Project 2472

September 1991
Bangor & Aroostock
Tracking the Green Machine
Amtrak's Empire Corridor

October 1991
NYC's West Side Freight Line
UP's Kansas Corridor
Fireball Summer
Ilford's XP-2 Film

November 1991
Green Bay & Western Today
NRHS Huntington '91
Convention
25 Years of Steam in Dixie
Kodak's new Ektachrome 64X

December 1991
Erie 68s in New Jersey
Sacramento River spill
Simpson Timber
1991 Cover One winners

January 1992
RailTex in Georgia
Last train on the OC&E
Brill's "Other Bullets"
Amtrak's "Keystone
Classic Club"

February 1992
Comparing the Bullets
Today's Mistake
Maine Central's last winter
Index to Volume 10/1991

March 1992
KCS on Rich Mountain
North to Alaska-In style!
Artwork of Paul Adams
Ultimate steam excursions

April 1992
1991 California Limited
Santa Fe 4-8-4s
3751 and Stan Kistler
2 Hours at Tunnel Two

May 1992
Twin Cities to the Twin Ports
Colorful Recifiers
Steam returns to Susquehanna
The E44: PRR's Last
Freight Motor

June 1992
BN's Ottawa Branch
FNM's Daylight PA
Edaville & The
Maine Two Footer
The Well-Equipped
Photographer

Single copies of *Back Issues* are $3.50 each plus $2.00 for P&H, Domestic. For Foreign orders *Back Issues* are $4.25 each plus $3.00 for P&H. Any 10 issues are $28.00 for Domestic and Foreign (Add $5.00 Domestic/$7.00 Foreign for P&H). Any 18 issues are $44.00 for both Domestic and Foreign (add $6.00 Domestic/$9.00 Foreign for P&H). Please indicate 2 alternate selections since quantities are limited.

TO ORDER CALL TOLL FREE: 1-800-474-6995
OR FAX YOUR ORDERS TO US: 973-383-4064

RAILFAN & RAILROAD

Return to:
***CARSTENS* PUBLICATIONS, Inc.**
P.O.Box 700,
NEWTON, N.J. 07860

Dept 2704

Enclosed find US$..... . Please send me..... copies of the RAILFAN & RAILROAD issues I have checked at right. I have included alternate selections if the copies I ordered are out of print (marked with an "A").

Please send check or money order (US funds only, no cash please) or:
Please charge my ☐ Visa Card, ☐ MasterCard, ☐ Am Express, ☐ Optima

Card No. _____ Exp. _____

Signature _____

Name _____

Street _____

City _____ State _____ Zip _____

All orders in US funds, please. Order form may be photocopied or order placed in letter to avoid mutilating magazine. Be sure to include street address on orders of 10 or more as we ship UPS wherever possible.
Canadian readers must include 7% G.S.T. Please allow 4-6 weeks for delivery.

☐ Summer 75	☐ Sep. 83	☐ Oct. 88	☐ Jan. 91	☐ Jan. 93	☐ Mar. 95
☐ Winter 75	☐ Nov. 83	☐ Nov. 88	☐ Feb. 91	☐ Feb. 93	☐ Apr. 95
☐ Summer 76	☐ Mar. 84	☐ Dec. 88	☐ Mar. 91	☐ Mar. 93	☐ May 95
☐ Fall 76	☐ Sep. 85	☐ Feb. 89	☐ Apr. 91	☐ Apr. 93	☐ Jun 95
☐ Winter 76	☐ Nov. 85	☐ Mar. 89	☐ May 91	☐ May 93	☐ July 95
☐ Spring 76	☐ Jan. 86	☐ Apr. 89	☐ Jun 91	☐ Jun 93	☐ Aug. 95
☐ Aug. 77	☐ Mar. 86	☐ Jun 89	☐ July 91	☐ July 93	☐ Sep. 95
☐ Oct. 77	☐ May 86	☐ July 89	☐ Aug. 91	☐ Aug. 93	☐ Oct. 95
☐ Dec. 77	☐ July 86	☐ Aug. 89	☐ Sep. 91	☐ Sep. 93	☐ Nov. 95
☐ Apr. 78	☐ Nov. 86	☐ Sep. 89	☐ Oct. 91	☐ Oct. 93	☐ Dec. 95
☐ May 78	☐ Jan. 87	☐ Oct. 89	☐ Nov. 91	☐ Nov. 93	☐ Jan. 96
☐ Nov. 78	☐ Mar. 87	☐ Nov. 89	☐ Dec. 91	☐ Dec. 93	☐ Feb. 96
☐ Jan. 79	☐ Oct. 87	☐ Dec. 89	☐ Jan. 92	☐ Jan. 94	☐ Mar. 96
☐ May 79	☐ Nov. 87	☐ Mar. 90	☐ Feb. 92	☐ Feb. 94	☐ Apr. 96
☐ Sep. 80	☐ Dec. 87	☐ Apr. 90	☐ Mar. 92	☐ Mar. 94	☐ May 96
☐ Mar. 81	☐ Jan. 88	☐ May 90	☐ Apr. 92	☐ Apr. 94	☐ Jun 96
☐ Nov. 81	☐ Feb. 88	☐ Jun 90	☐ May 92	☐ May 94	☐ July 96
☐ May 82	☐ Mar. 88	☐ July 90	☐ Jun 92	☐ Jun 94	☐ Oct. 96
☐ July 82	☐ Apr. 88	☐ Aug. 90	☐ July 92	☐ Aug. 94	☐ Nov. 96
☐ Sep. 82	☐ May 88	☐ Sep. 90	☐ Aug. 92	☐ Sep. 94	☐ Dec. 96
☐ Nov. 82	☐ July 88	☐ Oct. 90	☐ Sep. 92	☐ Nov. 94	☐ Jan. 97
☐ Jan. 83	☐ Aug. 88	☐ Nov. 90	☐ Nov. 92	☐ Jan. 95	☐ Feb. 97
☐ July 83	☐ Sep. 88	☐ Dec. 90	☐ Dec. 92	☐ Feb. 95	

Mad River & NKP Railroad Museum
Ohio's Largest Train Museum
Located: 253 Southwest St. in Bellevue
Open 1-5 PM daily from Memorial Day through Labor Day; weekends only in May, September and October
Visit our web site - www.onebellevue.com/madriver
Mailing address:
233 York Street,
Bellevue, Ohio 44811-1377
1-419-483-2222

RAILFAN & RAILROAD
How To Reach Us:
Carstens PUBLICATIONS,INC.
P.O. Box 700, Newton, N.J. 07860
Phone: (973) 383 - 3355
FAX: (973) 383 - 4064
CREDIT CARD ORDERS CALL
1-800-474-6995
(postage and handling charges extra)
For editorial, advertising or subscription information contact:
Editors: steveb@railfan.com
Advertising: ads@railfan.com
Subscriptions: subs@railfan.com

CHICAGO GREAT WESTERN
Iowa In The Merger Decade
This book by Phillip R. Hastings captures the last decade of this fascinating, independent Iowa operation before the CNW. Here are superb train shots: F-units in their glory, NW2s, Geeps, Alco-units, Baldwin DS44-10s, the Oelwein Shops, and snow plows keeping the tracks clear. Historical highlights put the CGW in its proper perspective. 80pp,
(C00039)..... $12.95+S&H
TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!
VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for surface shipping. NJ residents add sales tax Canadians add 7% G.S.T.
Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

MARKERS

EDITORIAL COMMENTARY

Summer steam preview

The summer of 1998 is shaping up to be another very good year for main line steam enthusiasts. The four Northerns that operated last year are all slated for at least some action this year, plus there will be the return of a 2-8-2.

Let's look at the 4-8-4 foursome. First, Union Pacific 844 is scheduled for only one public trip this year. It will run from Denver to Cheyenne and back on July 18th for the annual Denver *Post* trip to Cheyenne Frontier Days. There will also be ferry moves between Denver and Cheyenne a day or two before and after the event. Steve Lee, head of the UP steam team, reports that with the light schedule a lot of time will be spent on getting Challenger 3985 back on the road. When the 844 was last overhauled, the steam team was on the road almost constantly with the 3985, which was part of the reason why it took over four years to get the Northern back on the road. It's hoped that it won't take nearly as long to get the Challenger out of the shop. On a related note, the other locomotives in the historic fleet have been seeing a lot of use already this year. The E9s have been pulling a lot of business trips, while Centennial 6936 has been splitting its time between passenger and freight assignments. Every now and then the big DDA40X even gets on the point of a freight, although the lack of air conditioning has not endeared it to the crews.

No firm plans are in place for Iron Horse Enterprises' Chesapeake & Ohio 614, but Ross Rowland reports that trips between Hoboken, New Jersey, and Port Jervis, New York, over NJ Transit are likely for the second and third weekends in October. Other trips for the summer are being discussed.

It looks like Southern Pacific Daylight 4449 will do a repeat of a couple of trips it ran last summer when it travels between Portland, Oregon, and Wishram, Washington, round trip each day on June 6th and 7th. The following weekend will likely see an overnight trip from Portland to Bend, Oregon.

The big news comes from the camp of Northstar Rail. Milwaukee Road 261 has a very ambitious season planned, starting with trips over the Twin Cities & Western between Hopkins and Olivia, Minnesota, on May 16th and 17th. On June 27th and 28th the 261 will power a Chicago-to-Galesburg round trip each day over BNSF to visit Galesburg Railroad Days. Then on July 4th and 5th there will be trips on Wisconsin Central in the Green Bay, Wisconsin, area in conjunction with the Americas Festival. See TIMETABLE for information as well as details of the tentative ferry moves.

Reportedly, BNSF is going to repeat their Employee Appreciation Specials of a year ago, and the trips will likely be hauled by the 261. While nothing is firm yet, look for trips in August over BNSF trackage in the Midwest and upper Midwest. The 261 is slated to appear at Topeka Railroad Days over Labor Day weekend, so it's probably safe to assume that any employee tour will likely wind up in Topeka. After Railroad Days, 261 will finish the busy summer with a ferry move open to the public from Kansas City to Minneapolis via Lincoln, Nebraska, and Souix City, Iowa.

The Fort Wayne Railroad Historical Society has nothing planned this year with Nickel Plate Road 2-8-4 765, but they are actively seeking new members. Check out their ad on **page 8.** The big Berk needs some work, and recruiting new members is one of a few ways the group is going about raising funds.

Back on track after an absence of a couple of years is New York, Susquehanna & Western's Chinese 2-8-2. The locomotive will be used at the NRHS Convention based in Syracuse, and there are plans afoot to have the Mike pull trips in Vermont. Details of the return of NYS&W 142 can be found in RAILNEWS.

Photographing the Heber Valley

For those of you heading for Utah to photograph Union Pacific 2-8-0 618 on the Heber Valley (**page 34**), author Jeff Terry sends along the following tips.

"While nothing beats a ride on the train, the Heber Valley Railroad offers some of the best photo opportunities of any steam railroad in the West. But with all the winding back roads in the Heber Valley and Provo Canyon, just chasing the train is an adventure in itself! It's best to ride the train first and get a general feeling for the area.

"The excursion trains depart from the terminal grounds just south of the original depot, which is still standing at milepost 0. From there the tracks meander through the relatively flat Heber Valley and cross the Provo River and Snake Creek. Several back roads zig-zag around the valley in this area, and Edwards Lane and Casperville Road can be used to access excellent photo spots.

"The siding at Charleston is located near milepost 4, and can be reached via Charleston Lane. The siding is usually home to several D&RGW hopper cars used in ballast service, and a former U.S. Army wedge snow plow. Beyond Charleston, Tate Lane leads to the Wasatch Mountain State Park's entrance at Chalet where the Heber Valley's tracks traverse a large sweeping curve near the north end of the lake, a spot that has long been a favorite of photographers. The area around Charleston is especially

Railfanning is:

Programming "fallen flags" radio frequencies into your scanner hoping for return transmissions from outer space.

ELVEN L. MARSHALL

spectacular during the wintertime.

"Just past Chalet, the tracks hug the west bank of Deer Creek Reservoir for several miles, far away from any roads or highways. Photography in this area requires a long hike and plenty of time. Unless you have several days to take photographs, your best bet is to stay close to the main road and catch the train in several of the more readily accessible locations.

"Highway 189 follows the east bank of the reservoir and will lead you to Deer Creek Dam, the next spot to see the train. At this location there is ample room to pull off the road and photograph 618 working hard on the 2.5% grade during the return trip. There is a dirt road nearby that leads to Drury's Curve, a large horseshoe curve at the bottom of the grade leading up to the dam (the light is excellent late in the afternoon). In Provo Canyon, there are many "choice" locations, one of which is the bridge over the Provo River at Wildwood. Unfortunately, the narrow two-lane road in Provo Canyon is currently being widened to accommodate four lanes, and many of the best photo spots may no longer be accessible in the near future.

"The end of the line is at Vivian Park, where 618 runs around her coaches on a new siding completed in late 1997. The original siding was much too small and limited the length of trains that could be run. The new siding allows for longer trains and is proving to be a good investment. In the future, a turntable is to be installed at Vivian to allow 618 to run smokebox-first in both directions, as currently the run from Heber to Vivian is made tender-first with 618 pulling the train. Don't discount Vivian for great shots, especially during autumn when the leaves in the canyon display brilliant reds and golds" — JEFF TERRY.

The stuff legends are made of . . .

The mighty Pequest fill, located on the former Delaware, Lackawanna & Western's famous Cut-Off about five miles south of the R&R offices, spans three miles of valley on 6,625,000 million cubic yards of material. At the time of its construction in 1911 it was the largest railroad fill in the world. Its maximum height is 110 feet and its average height is 75 feet. Lackawanna trains literally soared over the town of Andover. The entire Cut-Off was considered the eighth wonder of the world with its long fill and large concrete arched viaducts. The arrow-straight and nearly flat 26-mile bee-line saved 11 miles, 8.1 of which was curved track, over the Lackawanna's "old road." It opened on December 24, 1911, as a Christmas present from DL&W president Truesdale to the road's employees, and legend has it that 4-4-0 952, owned by the Railway & Locomotive Historical Society and displayed at the Museum of Transportation in St. Louis, pulled that first train.

Conrail recycled the rails in 1984 and sold the land to a developer who wanted to remove the fill for a highway project along Manhattan Island. Some studies suggested that removing the fill would alter the drainage and weather patterns of Andover, and thus didn't recommend removing it. That developer then tried to sell the line. When the State of New Jersey became interested, the price was over $70 million. Not bad for a line that Conrail sold for just over $1 million. Today, the State of New Jersey has acquired the line through condemnation, and the 1995 "Circle of Mobility" law S-10, signed by Governor Whitman, specifically mentions restoring passenger service on the "Lackawanna Cut-Off." The project seems to be dragging, but in reality progress is slow and steady. Part of the problem is that Penn Station, New York, is already at capacity. The projected 5000 to 7000 daily riders can't be accommodated just yet. But plans are in the works to expand train capacity at both Penn Station and Grand Central Terminal. The Road of Anthracite will be reconnected to its main line in Pennsylvania in most of our lifetimes.

And that brings us to . . .

The Legend of Pequest Phil

In a secluded spot along the Lackawanna Cut-Off, between the Sussex Branch and the Lehigh & Hudson River culverts, two little woodchucks burrowed into the hallowed right-of-way during the days of Poconos and Pacifics and F-units and wood cabooses to make a winter home. The constant rumble of trains overhead turned these creatures into sound sleepers. As such, they only awake when nature tells them to, so they have become very reliable at predicting the weather, agreeing with the *Farmer's Almanac* nine times out of ten. Local farmers still visit these creatures each February 2nd as an indicator of the upcoming spring planting. Farmers have dubbed them — the actual ancestors of the original two groundhogs — Andover Andy and Pequest Phil.

This year on Groundhog Day, Pequest Phil popped out of his burrow, saw the sun, and returned to the hole. Andover Andy popped out of a newer hole on the north side of the roadbed and didn't see his own shadow due to the dense cover of trees and also because the sun rises so far to the south this time of year. The farmers were perplexed at the tie vote.

The confused Andover-ites returned home, turned to the Weather Channel, and they learned of the impending Nor'easter that could drop a foot of snow, or more, before the coming weekend. Pequest Phil was right, it would seem.

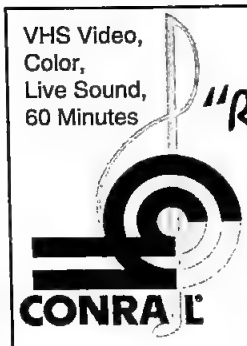
The above, of course, is just fiction, though I've often thought of starting such a tradition in Andover by renting a groundhog and naming it Pequest Phil. Who knows, Pequest Phil could become world famous, perhaps overtaking that show-biz imposter in Punxatawney who rises nowhere near the Pittsburg & Shawmut or the Buffalo & Pittsburgh. Future NJ Transit service could call itself the "Route of Pequest Phil," since the Phoebe Snow name is now used by a jazz singer who, by the way, freely admits she got her moniker from the Lackawanna train — MIKE DEL VECCHIO.

And the rest of the story

The story of Pequest Phil was picked up by the *Daily Record,* the largest newspaper in Morris County. Appliance store owner Don Mayberry, who is also a Lackawanna buff and who has restored the wooden Port Murray depot near his store, offered to sponsor the Pequest Phil event next February. Sounds like a plan.

Steve

VHS Video,
Color,
Live Sound,
60 Minutes



"Rhapsody in Black and Blue"

A CONRAIL RETROSPECTIVE

Alco's, GG-1s and cabooses roll again as you stand trackside in 1976. E-L, PC, LV, RDG, CNJ, and foreign power made up the menagerie of motive power, until the addition of Blue #2586, viewed passing Ho-Ho-Kus. Loco consists range from a 3-Alco lash-up of two RS-11s and Ex-L&HR C-420, to a 4-unit set with *TWO* engines numbered 2586(!), and on to an EMD demo electric in "test dirt" regalia. Witness helpers detach "on the fly" cresting Emmaus Hill, a trio of soon-to-be wrecked RF&P GPs at Allentown, A crooked "can opener" design, bicentennial schemes, and related D&H, Chessie, B&M and Amtrak activity. Observe the most varied motive show of the era, seen at over two dozen eastern locations including Selkirk, Peekskill, Ridgewood Jct., and Rockville. "Rhapsody" presents an insightful review of a most colorful era - not merely "black & blue"!

$19.00 + $3 postage.

($3 covers all tapes ordered at one time)

Of Related Interest:

"FROM THE ASHES" - 60 minutes. Summaries of railroads which formed Conrail, followed by more 1976-77 action. U25B Turbo spectacular, E-Port Alcos, Columbus Fs, much more. **$19.00 + $3 postage.**

"JERSEY" - 65 minutes. 1967 to 1980 survey along the Northeast Corridor at Newark, Elizabeth "S" Curve, Princeton Jct. Railway and more - PRR & CNJ to PC, Conrail, Amtrak, NJ Transit. **$19.00 + $3 postage.**

To order send check or M.O.

Ohio residents add tax.

Visa/MC orders call

330-630-9817

REVELATION VIDEO

P.O. BOX 129
TALLMADGE, OH 44278

KODACHROME: JOHN F. SULLIVAN

SOUTH CAROLINA CENTRAL's new SW1200r No.8 (ex-Missouri & North Arkansas 8, exx-Austin & Northwestern 8, nee-Phelps-Dodge 8) was at Hamlet, N.C., on January 1, 1998. The switcher, which is one of only a few to have dynamic breaks and flexicoil trucks, has joined a GP16 and a pair of Geep10s in replacing SCC's fleet of ex-C&O and B&O GP9s. SEE RAILNEWS.

KODACHROME: ALAN MILLER

FEPASA SD39-2M 2352 (left) was seen at Santiago, Chile, on January 8, 1998. The six-axle unit started as a four-axle GP35 on Southern Pacific as 7769 in the mid-1960s. It was renumbered 6666 in the early 1980s to open up its former number class to new GE B36-7s. It was then rebuilt by NRE into an SD39-2M for Chile's five-foot six-inch southern lines (Santiago South). Freight operations on this line are run by U.S.-based Anacostia & Pacific with passenger trains run by the Chilean government. Fourteen SD39-2M's are being delivered.

KODACHROME: JEFF TERRY

FORMER IRON ORE SD9s are heading to Utah. Omnitrax SD9 (nee-Duluth, Missabe & Iron Range 138), still in its California Northern No. 200 paint, has been leased by the power-short Utah Railway. Seen at Midvale, Utah, **(left)** on December 22, 1997, No.200 will join the Utah's fleet of GP10s in service around Salt Lake City, Provo and Ogden.

KODACHROME: BRADLEY McCLELLAND

GREAT MIAMI B23-7 No. 230 just got a nose-job **(right)**. The work was done by Great Miami & Western and Indiana & Ohio shop crews at Norwood, Ohio. No. 230 (ex-Norfolk Southern 4016, nee-Southern 4016) began its career in 1971 with a high hood which was common practice on the Southern. Great Miami did a beautiful job of modifying the nose and painting the unit, and plans to use it on its two Ohio short lines, the Great Miami & Scioto in Jackson, and the Great Miami & Western in Hamilton. The locomotive is the fifth on the Great Miami's roster.

RAILNEWS

ABOVE FUJI PROVIA and BELOW KODACHROME: STEPHANE ERIC BISSON

QUEBEC GATINEAU RAILWAY is Canada's newest shortline. Genesee Rail-One took control of two St. Lawrence & Hudson Railway (part of Canadian Pacific) subdivisions in the province of Quebec in late 1997. As part of the new operation, SW1500 No.1500 (ex-Conrail 9564, nee-Penn Central 9564) and leased Canadian Pacific RS18 1853 (nee-CPR 8763) led three sodium chlorate hoppers toward Buckingham Junction on the last day of 1997. Helping out with the startup was Huron Central SD45 No. 459 (HC is also owned by Genesee Rail-One) which was at Outremont Yard in Montreal (**left**) on Christmas Eve of 1997. See RAILNEWS.

EXTACHROME: JOE SNIDER

RIO GRANDE GP30s continue to soldier on, as evidenced by 3003 and 3006 crossing the South Platte River, returning from Union Pacific's 36th Street Yard to the former-Rio Grande North Yard in Denver on December 27, 1998. Amazingly, in this era of six-motor super power, these 35-year old, very early-second-generation units are still in Class One service. Current rosters show only one GP30 on BNSF and only one GP30M on CSX, with none on the Conrail or Norfolk Southern lists. The UP roster lists 21 GP30s (3001-3028), but it's only a matter of time before these join the ranks of the retired. The end of the era of one of the most distinct diesel models is at hand.

AMTRAK WAS LOOKING TO A HIGH SPEED FUTURE when it tested two proven European train sets for possible use on the Northeast Corridor. First up was the Swedish-built X2000, incorporating tilt technology that would prove potentially useful on the many curves of the Corridor between New Haven, Connecticut, and Boston, Massachusetts. Next up was the contender from Germany, the *InterCity Express*, which provided brute power and rapid acceleration. When Amtrak's high-speed trains make their debut at the turn of the century, running under wire all the way from Washington to Boston, perhaps a little of both of the European trains will be evident in the final design. Both trains were photographed under the dynamic skyline of the City of Brotherly Love, heading south out of 30th Street Station Philadelphia, the X2000 on April 28, 1993, and the ICE on October 6, 1993 (**below**).

TWO KODACHROMES: STEVE BARRY

Ron's Books

celebrating our 10th anniversary

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

Audio Compact Discs

An Hour in the Tower (In Stock) 15.00
Authentic Train Sounds - Steam 22.00
Authentic Train Sounds - Diesel 19.00
Back East (2 CDs) 24.00
Way Out West (2 CDs) 24.00

A Colorful Look at Chicago No. Western (Bernet) 18.00
Alabama Railroads 36.00
American Streamliners Pre-War Years.....40.50
Balt.& Ohio RR Stations & Towers-Niagara Div .18.00
B&O Pass. Service V1 (1945-71) Nat. Ltd. 22.50
B&O Pass. Service V2 (1945-71) Cap. Ltd. 24.50
Berkshire & Texas Types 40.00
BNSF 1996 Motive Power Annual 40.50
Burl. Nort. & Santa Fe RR in 1996 (Dorin) 44.00
BNSF & MRL Loco Directory 1997 .....23.50
By the EL - Third Ave and its EL at Mid Century. 35.00
Cabins Crummies & Hacks V5 Northern N. Amer30.50
Cabooses of the Missouri Pacific Lines ...67.50
Chesapeake & Ohio Coal & Color 36.00
Chesapeake & Ohio in the Coal Fields.... 20.75
Chicago Northwestern Ry Photo Archive ..27.00
Chicago,St.Paul, Minn.&Omaha RR Photo Arch. 27.00
Classic Diesels of the South 24.25
Classic Freight Cars Vol 10 - Work Trains .24.25
Cleveland's Transit Vehicles 40.50
Confessions of a Train Watcher-4 Decades 36.00
Delaware & Hudson H/C 63.00 ...S/C 31.50
Diesels of the Southern Railway 58.50
Dinner is Served Southern Pacific 36.00
Ghost Railroads in Kansas 18.00
The Heart of the Reading RR: Reading, Pa. 23.50
In Search of Steam Donkeys- H/C 49.50
Iron Rails to Alaskan Copper..... 22.50
Lake Terminal Railroad 31.50
Last Steam Railroad in America (Link) ... 45.00
Locomotive Facilities/Engine Terminals ....S/C 26.50
Logging Railroads of Alabama 54.00
Logging to the Salt Chuck 41.50
MDC Shay Handbook 17.00
Manhattan Gateway 40.50
Milwaukee Road 1850-1960 Photo Archive 27.00
Milwaukee Road Vol 3 (Morning Sun) 40.00
Milwaukee Steam Power 51.25
Missouri Pacific River & Prairie 53.00
Montour Railroad (Hardcover) 45.00
My Western Pacific 27.00
NEB&W Guide to Scenery Structures & Details 45.00
NEB&W Update I to Steam-Era Frt Car Guide-Paint. 18.00
Nickel Plate Road Pass. Service Postwar Years ..24.50
1930 Loco Cyclopedia - Reprint 65.00
New Haven Power (Swanberg) 72.00
New Jersey Transit 27.00
New York Central Later Power 63.00
New York Central Lightweight Pass Cars 26.00
NYC Trackside with Eugene Van Dusen ...40.00
New York Subway R1-R110 .....45.00
NYC and the Trains of the Future 23.75
NYO&W & the Dairy Industry in Central N.Y.. 56.25

OLDIES BUT GOODIES (Limited Quantities)

Coach, Cabbage & Caboose 45.00
Circus Moves by Rail H/C 49.50 ...S/C 36.00
Crooked & Weedy 35.00
The Mighty 800 .....33.50
Mount Lowe 34.00
Norfolk Southern Diesel Locomotives 18.00
Passing Trains 45.00
Piggy Backs & Containers 43.00
Powder River Coal & BN's Denver Division ..36.00
Sandpatch 45.00
Scenes Along the Rails Vol 1 Part 1 .....22.50
Southern Pacific in the West Vol1 .....32.50

"WHATS NEW?"

Alleghany Lima's Finest 45.00
Black Gold & Black Diamonds PRR Dieselization 40.50
Boston & Albany NYC in New England Vol1 ...45.00
Boston & Albany NYC in New England Vol2 ...45.00
Canadian Pacific Color Guide to Frt & Pass Equip 40.00
Chessie's Road - Revised 34.00
C&O Color Guide to Frt. & Pass. Cars 40.00
Classic American Streamliners 27.00
Crossroads of Commerce - PRR Calendar Art ..45.00
Denver & New Orleans 40.50
Diesels to Park Avenue (FL9) H/C 40.00 ...S/C 32.50
Domeliners (Zimmerman) 45.00
East of the Hudson 1941-53 w/ Bill McChesney .40.00
From the Coalfields to Hudson- D&H Canal 22.50
Green Spring Accomodation 21.00
Guide to Tourist Railroads & Museums ...15.25
Headly Doyle Stepless Streetcar 20.00
Hidden Treasure- Ohio River & Western ..40.50
The Interborough Fleet 33.25
Lackawanna - Superpower RR of the Northeast .23.00
Lehigh Valley RR East of Mauch Chunk ...45.00
Line of Country-Atlas of Ry & Waterway-Canada 74.00
Locomotive Cyclopedia H/C 54.00 S/C ...49.50
Logging by Rail S/C 36.00
Louisiana & Arkansas Railroad 43.50
Louisville & Nashville Diesel Locos 26.00
Milwaukee in its Hometown 17.00
Moffat! RG-SP-UP West of Denver 37.75
MRL 10th Anniversary Railfan Guide 22.50
NEB&W Update II 27.00
New Haven Railroad in the Streamline Era .31.00
Nickel Plate Road Diesel Locos (Holland)*Spring* .25.00
N&W's Shenandoah Valley Line 45.00
NY Transit Memories 16.00
Norfolk & Western in the Appalachians ...17.00
Northern Pacific Part 3 Classic Steam Era .54.00
Omaha Road (Chicago, Minn., StPaul & Omaha) 54.00
PA: Alco's Glamour Girl - Color 45.00
Pacific Northwest RRs of McGee & Nixon ...54.00
Penn Central Color Guide to Frt & Pass Equip 40.00
Powder River Coal Trains 27.00
RR Atlas of N.A. - Appalachia & Piedmont 22.00
Railroads of Indiana 45.00
Railroad Stations in Arkansas 27.00
Rio Grande in Color Vol 2 Utah 40.00
Rio Grande Secret Places 36.00
Rolling Dreams- Portrait of Northwest RR Heritage .35.00
Santa Fe Gateway to the West V1 or 2 ....each 54.00
Scenes Along the Rails Vol 1, Part 2 .....36.00
SP&S Color Guide to Frt. & Pass. Cars ...40.00
The Subway 27.00
Sunset on the Sandy River (Back in Print) .25.00
Swiss Railways 27.00
Texas & Pacific Color Pictorial 45.00
Tracks of the New York Subway 29.00
Trackside East of the Hudson (1941-53) ..40.00
Trains We Remember (Passenger - Wayner) .24.50
Train Wrecks 18.00
Tremont Street Subway Boston 15.00
Vancouver Island Railroads 31.50
Walt Disney Story 54.00
Western Pacific Locos & Cars (Dorin)*Spring* .22.50

ALL Greenberg Books at Discounted Prices.

Nickel Plate Road 1943-1952 Vol 1 (Corns) ..23.25
The Northwestern 45.00
Official Ry Equip. Register - 1953 Reprint .53.00
Ogden Rails 22.50
Pacific Electric Vol1 .....40.00
Pennsy Power (Back in Print) 45.00
Pennsy Steam Years Vol 2 .....40.00
PRR Color History 18.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY!

Pentrex

Big Boys on TV 24.00
Countdown to Merger 24.00
Daylight 4449's Oregon Journey 24.00
East Broad Top 24.00
Great Train Stations of America 19.00
New York Underground 19.00
Steam Across America V1 East,V2 West . each 32.00
Super Trains 16.00
Today's Illinois Central Vol 1 or 2... each 24.00
Union Pacific's Marysville Sub. Vol 1 or 2 each 24.00
Wheels A' Rolling 19.00
Working on the Coast Starlight 19.00

PRR Triumph 1 Altoona to Pitcairn 58.50
Phoenix Bridge (Without Fitting, Filing...) .18.00
Pullman Paint & Lettering Notebook 22.50
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 ea. 36.00
Railroads of the Adirondacks (Kudish) ...49.50
Railroad Atlas of North America- CA&NV . 22.00
RR Atlas NE, CO&UT, AZ&NM, GLW, GLE 22.00
Railroad - What it is, What it does 26.00
Railroad Mergers History, Analysis, Insight 63.00
Railway Prototype Cyclopedia Vol1 .....19.00
Route of the Rockets 49.50
Rutland Road H/C 63.00 .....S/C 31.50
Santa Fe Railroad Color History 18.00
Second Ave. EL in Manhattan 27.00
Soo Line 1975-1992 Photo Archive 27.00
Southern Pacific Oregon Division 54.00
Southern Ry's Spencer Shops 1896-1996(Galaway) 20.75
Spokane, Portland & Seattle (Dill) 67.50
Subway Cars of the BMT (Greller)..... 31.50
Tanana Valley Railroad Gold Dust Line (Deely) 45.00
Third Ave. Railway System in Manhattan 25.25
Trademarks of the Santa Fe Railway 27.00
Trainmaster 27.00
Trains Across the Continent (N.A. RR History) ..40.50
Twelve Historical NYC Street & Transit Maps .27.00
Union Pacific Modeler Vol 3 .....19.00
Union Pacific RR Painting Guide 1903-30 S/C ..25.00
Union Pacific Type V2 (Kratville) 76.00
Union Pacific Power V1 or V2..... ea 27.00
Western Maryland Diesel Locos (Stakem) ...23.75
Willamette Locomotive 36.00
Wisconsin Central 45.00
Wisconsin Central Photo Archive 27.00
Winston Salem 22.50
Yellowstone Branch of the UP RR 18.00

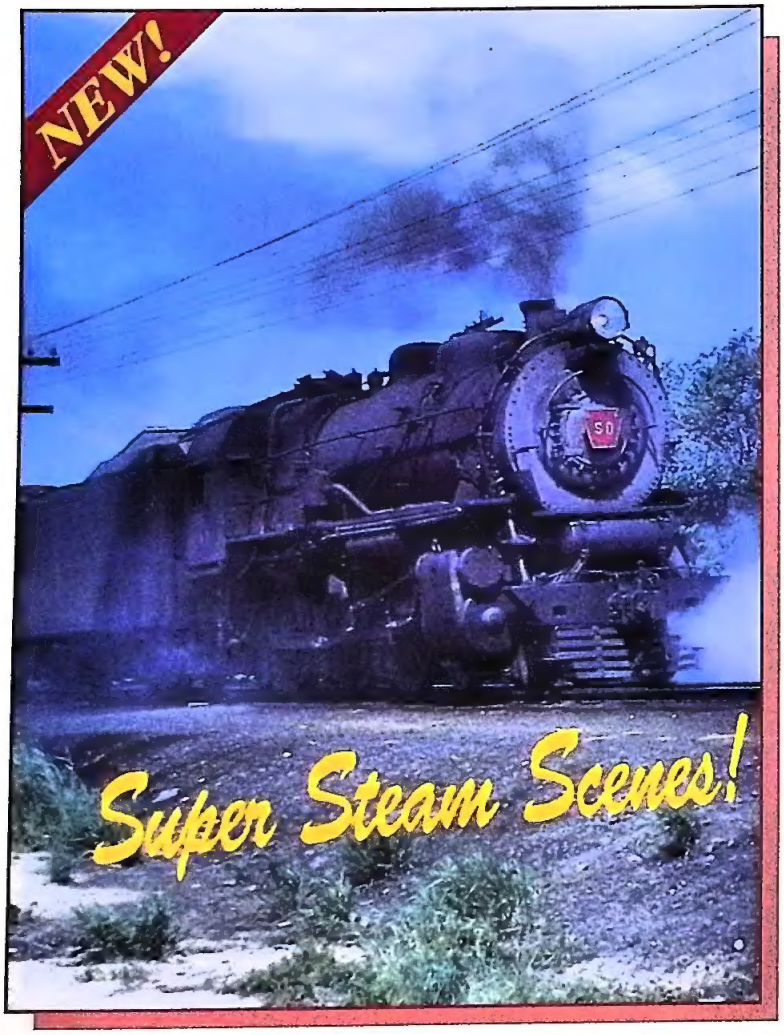
RON'S COLLECTOR'S CORNER

Apple Country Interurbans - Washington . 40.00
Biddleford & Saco Railroad 25.00
Broad Street Station - PRR Philadelphia.. 25.00
Camelback Locomotives 25.00
Coal Boats to Tidewater..... 100.00
4-8-4 Pictorial (Wayner) 40.00
Fort Wayne & Wabash..... 20.00
Greater Cleveland & Northern Ohio Vol 2 . 40.00
Los Angeles & Redondo 40.00
Nation Pays Again - Milwaukee Rd..... 45.00
Otto Perry's Railroad Pilgrimage 95.00
Pennsy Juniata Shops K-4s..... 25.00
Pennsylvania Street Railways..... 50.00
Ride the Red Devils Vol 1 ..... 40.00
Rochester, Syracuse & Eastern 40.00
Shortline Railroads of Arkansas..... 25.00
Slim Rails through the Sand 50.00
Mile High Trolleys - Denver 40.00
Those Amazing D-Class Locomotives.... 25.00
A Work of Giants - 1st Transcontinental RR . 25.00
World Famous Horseshoe Curve 25.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

MEMORIES OF THE PENNSYLVANIA RAILROAD



TWO FANTASTIC PENNSY PROGRAMS from MARK I VIDEO!

Relive the Glory Days of the Pennsylvania Railroad as powerful steam, diesel, and electric locomotives blast across your screen! These new full-color archive programs feature the industry's best synchronized sound plus maps and location graphics. Digitally mastered.

VOLUME I opens with Steam action on the LIRR as 4-6-0 50 pulls a fantrip train around Long Island. See Sunnyside Yard, Bay Ridge Terminal, and the Long Island City float-bridges, and view other LIRR power including 4-6-0 39, 2-8-0 107, and Fairbanks-Morse C-Liners.

Next, it's off to South Amboy to watch the famous K4s 4-6-2s in action. Tour the engine terminal, watch the engine change, and see single- and double-headed passenger trains on the line to Bay Head.

The program closes with exciting coverage of an Army-Navy game at Veteran's Stadium in Philadelphia featuring hordes of Tuscan Red and Brunswick Green GG 1s pulling charter trains of Army Cadets and Navy Midshipmen to the game.

VOLUME II features the Horseshoe Curve area near Altoona and scenes on the nearby Main Line.

In an extended opening sequence, you'll see a fantastic parade of Pennsy steam power, including Pacifics, Mountains, Decapods, Consolidations, Texas-types, and T-1 duplex engines. Diesels depicted include Baldwin Centipedes; F-M C-Liners; EMD E-units, F-units, and geeps; and Alco FAs and switchers. The unique EMD Aerotrain also makes a number of appearances.

Add these two great programs to your collection today!

EACH VOLUME runs 30 Minutes and retails for $24.95 plus shipping and handling.

MORE GREAT PENNSY PROGRAMS!

THE MAGNIFICENT GG-1 - The complete history of the world's most famous electric loco includes NY - Philly Main Line action. Many different paint schemes! .....1 Hour - $29.95

ACTION UNDER THE WIRES - superb action program includes NY - DC Main Line, Port Deposit Branch, South Amboy. 1 Hour - $29.95

K-4! - History of Pennsy Pacifics plus restoration and first runs of restored K4s 1361. .....1 Hour - $29.95

PRIDE OF ALTOONA - 1361 fall foliage action on Nittany and Bald Eagle has pacing, runbys, and in-cab scenes. . . 1 Hour - $29.95

MEMORIES OF PENNSY STEAM The most extensive coverage of T-1 4-4-4-4s available. Super soundtrack! ....30 Min. - $24.95

DOUBLEHEADER! - Thrilling steam sequences featuring now-retired 4-4-2 7002 and 4-4-0 1223 on fantrips. .1 Hour - $29.95

ORDERING INFORMATION - Visa, Mastercard, Checks, or Money Order. Add $5 s/h for 1st tape, $1 each additional tape. SPECIAL! Order 2 tapes, deduct 5% from cost of tapes, 3 or more, deduct 10%. NJ residents add 6% sales tax.

MARK I VIDEO

P.O. Box 404 • New Milford, NJ 07646 • 1-201-261-8444

Toll Free Order Hotline

1-800-66-MARK 1